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REUTER'S TELEGRAMS.

LORD FISHER AND THE "MUDDLERS".

"THE SAME DAMNED MESS".

WHEN THE "CHAMPION LIARS" WILL BE EXPOSED.

London, September 9.
Lord Fisher, in a series of articles in the Times on the development of the Navy, describing the inauguration of his reforms, says Scapa Flow had not been surveyed and was nameless in 1905, when he sent a surveying vessel there, the result being that a fleet was stationed there before the war. He declares that the reactionaries decided battle-cruisers and that these "muddlers" also did not carry out his plan of an armada of 612 vessels, authorised by the Chancellor of the Exchequer (Mr. Lloyd George) for landing a million Russians 82 miles from Berlin—amphibian monsters, weather, shot, mine and torpedo proof, each holding masses of men, guns, horses and motors, plunging their way like huge hippopotami and crawling up the shore like tanks. An oil-engine would have done it, an engine which will yet revolutionise commerce and alter sea warfare.

Lord Fisher says he re-enters the arena most reluctantly, but what was meant for privacy must be published. To help economy, drastic scrapping is necessary for very life, as the nation condemns "the criminal folly of the silly crowd" who want the British Navy dispersed all over the world. He says the massacre of those aboard the Pegasus at Zanzibar was due to this absurd policy of isolating small craft in peace-time. He deplores the fact that the mission of the battle-cruiser was totally unappreciated till the Invincible sank Admiral von Spee's squadron. The Goeben and the Breslau escaped because the battle-cruisers in the Mediterranean were not used. If they had been, they would have gobbled up the Goeben and the Breslau and there would have been no Gallipoli, the Baltic would have been occupied and Berlin captured by Russians landing, covered by the British Fleet.

But the most striking feature of the pre-war period was the ridicule cast on the submarine. When a young Submarine Commander in pre-war manoeuvres twice torpedoed a hostile flagship and claimed it as prize, all the change he got was the Admiral's signal "You're damned!" Lord Fisher quotes a Memorandum which he circulated in January, 1914, in which he said the submarine was the coming type of warfare for sea-fighting. He declares that he was literally persecuted for building submarines while First Sea Lord. He says when he left the Admiralty in January, 1910, there were 61 efficient submarines and 13 building, but when he returned in October, 1914, there were only 51, so he (Lord Fisher) summoned the Schwab and Bethlehem Steelworks, who delivered a batch of submarines in five months, an unprecedented feat, as fourteen months was previously the record. These submarines went to America and the Dardanelles unconvoyed and acted there prodigiously.

Lord Fisher declares that the British nation is going to make "the same damned mess" over the internal combustion engine, with which every nation except ourselves is pushing ahead. The experimental laboratory for the development of this engine, instituted by the Board of Inventions, is Lilliputian in size and miserably inadequate. "I really look forward to the Day of Judgment, when all the champion liars now so highly honoured will be exposed and flagellated." He concludes by declaring that the years 1902 to 1910 at the Admiralty won the war.

COLONEL JOHN WARD.

PLEADS FOR ASSISTANCE TO RUSSIANS.

London, September 9.
The Labour M.P., Colonel John Ward, who has just returned from Russia, interviewed, said that to desert the Russians who have rallied to our standard will make our name stink in the nostrils of every non-Bolshevik Russian. We went to Russia to prevent the Germans transferring men from the Western Front. Are we now to say to those who rallied round us: "You've served our turn; we are going; we wish you luck?" That, said Colonel Ward, is unthinkable. It would be black treachery to leave them to face the enemies they have made for our sakes without anything more substantial than our goodwill.

THE BRITISH NAVY.

A SCHEME OF REDUCTION.

London, September 9.
The Admiralty has ordered the reduction in the Home Fleet battleships and the Fourth and Fifth Destroyer Flotillas to a reserve basis from October 1. The Twentieth Flotilla will be similarly reduced on completion of service in the Baltic. The reconstructed Fourth Destroyer Flotilla and the Second Light Cruiser Squadron will be fully manned and will join the Atlantic Fleet. The Submarine Flotillas attached to the Atlantic Fleet will be reduced to seven each of the K, L, and H Classes.

MORE TROUBLE IN IRELAND.

ORGANISED ATTACKS ON SOLDIERS.

London, September 9.
A large body of armed civilians attacked a military convoy a few miles from Fermoy on Sunday evening, captured 25 rifles and drove off in motor cars.
Twenty or thirty men, four miles from Skibbereen, on Sunday evening attempted to hold up a party of armed soldiers in a motor lorry, but they desisted when the soldiers presented their rifles.

THE TURF.

London, September 9.
For the St. Leger, Trowbridge (Stephenson up) is a probable starter. Betting is 40 to 75 on Buchan.

THE SILVER MARKET.

London, September 9.
The silver market is steady.

REUTER'S TELEGRAMS.

AIRSHIPS FOR COMMERCE.

GOVERNMENT PROMISE OF ASSISTANCE.

London, September 9.
The question of the disposal of airships and Government assistance to aerial commercial enterprise has been discussed at a conference in London between representatives of the Air Ministry and persons interested in commercial aviation.

Colonel Seely said that when the political situation cleared, in about a month, the Air Ministry and the Admiralty would combine to offer, cheaply, airships to those who would undertake the formation of a commercial air scheme. The assistance would include wireless stations, meteorological information, sheds and trained personnel. It was urgent on political grounds that the scheme should be launched most speedily.

The meeting decided to form a financial committee to consider the details.

DIRECT ACTION.

A TRADE UNION VOTE.

London, September 9.
The Trade Union Congress, by a card vote, has passed a resolution on a motion by Mr. Smillie by 2,600,000 to 1,900,000 referring back to the Parliamentary Committee a passage in the Committee's report which dealt with direct action, but has not expressed any opinion on the subject, merely saying the principle involved is grave.

Before the vote was taken the Chairman said if the passage were referred back, it would be construed as a vote in favour of direct action on political issues, but the vote would not prevent a direct resolution on the subject latter.

GERMAN SOCIALIST SPLIT.

LEADS TO UGLY INCIDENTS.

Copenhagen, September 9.
A message from Berlin says there is a cleavage among the Independent Socialists. The opposing elements alternatively favour Parliamentary action and direct action. The extremists arranged a demonstration at Spandau but found the venue occupied by Government troops, who machine-gunned the procession, wounding five, after which the crowd dispersed.

Riots at Bremen concluded with a street fight.

THE FRENCH ELECTIONS.

Paris, September 9.
The General Elections will probably take place on November 9.

TO-DAY'S CHINESE TELEGRAMS.

ACTING PREMIER NOT RESIGNING.

Peking, September 12.
The resignation of the Acting Premier, Kung Sum-cham, has been cancelled on the President's persuasion.

THE CHIEF CONFERENCE DELEGATE.

Peking, September 12.
Information from the Palace states that owing to the strong protests made by the Tutchuns in the Yangtze Valley, the appointment of Wong Yap-tong as chief delegate to the Shanghai Conference may be cancelled and Chu Kai-kim appointed.

Shanghai, September 12.
Wong Yap-tong will leave Peking on the 13th via Nanking for Shanghai and will arrive at the latter place before the 20th instant.

CHINA MERCHANTS CO. APPEAL.

Shanghai, September 12.
The directors of the China Merchants S. N. Co. have appealed to the Government that they are not satisfied with the judgment given in favour of the defendant in the collision case between the Government gunboat Tso Chai and the Company's boat Kiangwan, and request that a special Court should be organised to re-hear the case. It is said that the appeal will be granted.

A NEW LOAN.

Shanghai, September 12.
It is reported that a loan of \$5,000,000 gold has been concluded with a certain bank by the Government but the agreement has not been signed.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

CHINESE POSTAL AEROPLANES.

Shanghai, September 11.
The first Handley Page aeroplane for the Chinese Postal Service has arrived and has been sent to Peking. Others are arriving in a fortnight.

SINGAPORE RICE CONTROL.

Singapore, September 11.
A new Rice Order states that a wholesale dealer, provided he has sufficient stock, must comply with delivery orders presented to him on the authority of the Food Controller. For refusal, the fine is \$800 or six months imprisonment.

SINGAPORE'S LATE GOVERNOR.

Singapore, September 11.
Through the Straits Association the citizens of Singapore are subscribing for a portrait of the late Governor. His Excellency has granted permission.

SMALL COINS.

PLenty IN RESERVE.

The situation regarding subsidiary coins is now assuming a more normal aspect. Our popular Colonial Secretary, the Hon. Mr. A. G. M. Fletcher, C. B. E., interviewed this morning by us, said: "There is plenty of subsidiary coins. The people are not getting them. We have issued a lot of small reserves and this has frightened the savants. Fifty per cent. of the reserves go to the informants. If you are charged a cent for \$1, it is not much. The Banks are now issuing subsidiary coins for ordinary requirements. If an outsider takes \$150 and demands 1,500 10-cent pieces the Banks naturally will refuse. The Chinese are realising that the remedy is in their own hands and are very sensibly adopting it. The Government has naturally to be very careful. The Banks must keep a big reserve against their notes. In the old days we collected the subsidiary coins as fast as we could and brought down the discount from 20 per cent. to par. We have a large stock of subsidiary coins in reserve. At the present market price of silver it does not pay to melt subsidiary coins. The theory that they have been exported to Canton and elsewhere to be melted down is, therefore, not tenable. As regards the silver dollar, there is more than a dollar's worth of silver in them, at the present price of the white metal. There are plenty of subsidiary coins circulating in the Colony. Directly we stop smuggling we shall issue subsidiary coins from our reserve. There are plenty of such coins for the use of the Colony. Directly we know there is a legitimate demand we shall issue more."

It would be interesting to know what happens to the subsidiary coins which some of our public utility companies take in every day. For instance the Star Ferry Company had displayed a notice that no change will be given. Hundreds of ten-cent pieces are probably tendered every day to the Company by passengers. Where do they eventually go? Has the Comptroller a contract to buy up all the subsidiary coins?

Orders for Engineer Company by Captain R. Hall state:—
D.R.L. Instructional Classes.—Recruits will parade for D.R.L. instruction under R.E. Instructors at Belcher's at 9 p.m. on Wednesday, 17th September. These classes are obligatory for all who have not passed for the "Proficient" (1/-) rating. Officer on duty: Lieut. W. Brown.
Those who wish to attend weekly classes for higher ratings should send in their names early to the C.Q.M.S., Engineer Company, H.K.D.C. Headquarters.
Examinations for "Proficient" Qualification.—The following is an extract from Orders by Colonel J. R. Young, Chief Engineer, Forces in China, dated 5th September, 1919:—"The unmentioned members of the Engineer Company, H.K.D.C. having obtained the "Proficient" Qualification as Electricians, will be granted Engineer Pay at 1/- per diem from the dates stated:—No. 730 Sapper W. B. Hind from 23.7.19 inclusive; No. 803 Sapper C. A. Ribeiro from 20.8.19 inclusive; No. 986 Sapper A. G. Marshall from 20.8.19 inclusive."
INFANTRY ORDERS.
Orders for Infantry Battalion are:—
Annual Musketry Course.
N.C.O.s and Men who wish to fire their Musketry Course at the

HONGKONG DEFENCE CORPS.

Administrative Orders by Major J. H. W. Armstrong, V.D., Acting Administrative Commandant, State.

STRENGTH.

No. 347 Private A. W. Millar, "D" Company, is permitted to resign on leaving the Colony, dated 5th September, 1919.
No. 226 Sapper H. J. Rowe, Engineer Company, is permitted to resign on leaving the Colony, dated 5th September, 1919.

LEAVE OF ABSENCE.

Members of the Corps may in future, except when they have been detailed for duty, proceed to Canton, Macao and West River ports for a period not exceeding seven days without obtaining leave of absence but, before departure, they must notify their unit Commanders in writing who in turn will notify the Adjutant. Leave of absence in other places than the above must be obtained as before.

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TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand to-day was 48-15-00.

THE WEATHER.

Forecast.—Cloudy, Breeze from S.W. 23.76. Temperature 3 p.m.—81. Humidity 2 p.m.—91.

DON'T FORGET.

TO-DAY.

Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

Park Range in the early morning instead of at King's Park. Annual Musketry Course, Part 2, Practices 5, 6, 7 and 12. Dress, Drill order with pouches.

"A" Company.

Tuesday, 16th Sept.—5.00 p.m.
Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 1, Practice 4 and Part 2, Practices 5, 6, 7 and 12. Dress, Drill order with pouches.

Friday, 19th Sept.—5.00 p.m.
Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 2, Practices 8, 9, 10 and 11. Dress, Drill order with pouches.

Sunday, 21st Sept.—8.30 a.m.
No. 1 Platoon at King's Park Range. Annual Musketry Course, Part 2, Practices 5, 6, 7 and 12. Dress, Drill order with pouches.

Mounted Section.

Tuesday, 16th Sept.—5.00 p.m.
At King's Park Range. Annual Musketry Course, Part 1, Practice 4 and Part 2, Practices 5, 6, 7 and 12. Dress, Drill order with pouches.

Friday, 19th Sept.—5.00 p.m.
At King's Park Range. Annual Musketry Course, Part 2, Practices 8, 9, 10 and 11. Dress, Drill order with pouches.

Signalling Section.

Tuesday, 16th Sept.—5.00 p.m.
At King's Park Range. (N.C.O.s and Men who have not fired these Practices) Annual Musketry Course, Part 1, Practice 4 and Part 2, Practices 5, 6, 7, 12. Dress, Drill order with pouches.

Friday, 19th Sept.—5.00 p.m.
At King's Park Range. (N.C.O.s and Men who have not fired these Practices) Annual Musketry Course, Part 2, Practices 8, 9, 10 and 11. Dress, Drill order with pouches.

"D" Company.

N.C.O.s and Men will return their Arms and Ammunition to Store but those who wish to retain their Arms for practice may do so with the permission of their unit Commander.

CADET ORDERS.

Orders for Cadet Company by Lieut. A. O. Brown state:—
Strength.—Cadet W. Winterbottom is permitted to resign on leaving the Colony, with effect from 1st September, 1919.
Parade.—Bathing.—Launch will leave Blake Pier on Wednesday, the 12th inst. at 3 p.m. and call at Kowloon 19 minutes later.
Annual Swimming Sports.—These will take place in the V.R.C. Bath (by kind permission) on Saturday, 6th October, at 12.0 p.m. Intending competitors may obtain full particulars from any of the following:—Sergeants Duncan and Taylor, Corporals Jack and Martin and Lieutenants Enderby, Gledhill, and Macdonald.



From the "Passing Show."

THE LAST STRAW.

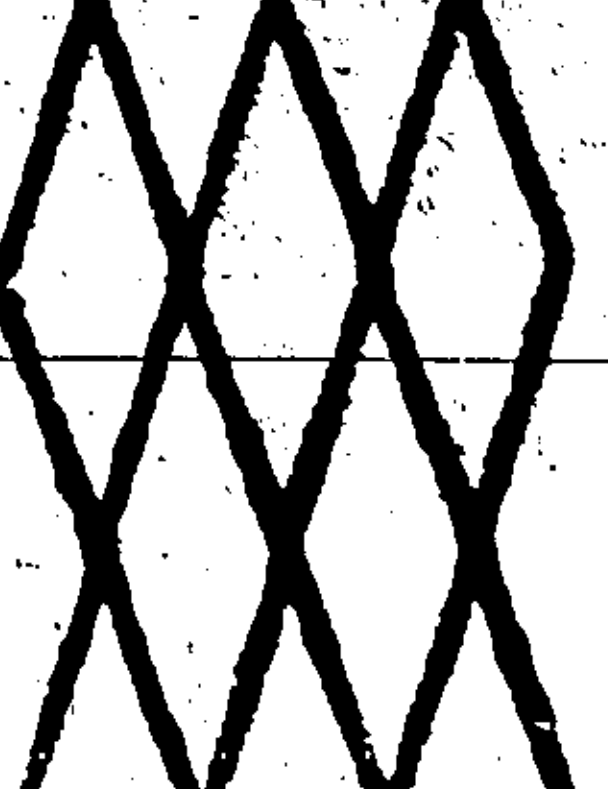
John Bull:—"Come down, Mr. Pussyfoot! The poor beast's overloaded already, and quite 'dry' enough!"
Mr. Pussyfoot:—"But say, Jawn, this is mighty good for your camel!"
John Bull:—"Not for this camel!"

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Mrs. A. SUGA
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THERAPY NO. 1 THERAPY NO. 2 THERAPY NO. 3

KINGS CALL TO THE NATION.

HARD WORK TO PREVENT POVERTY.

The King and Queen drove in state on July 30 from Buckingham Palace to the Guildhall, where they received from the Corporation of the City of London an address of congratulation on the conclusion of a victorious peace. Both in the Guildhall and during the drive the Royal party were enthusiastically greeted. They were received by the Lord Mayor, and after the usual ceremony the City Recorder read the address which the Lord Mayor presented, kneeling to the King.

In his reply the King said:—"The Queen and I thank you very sincerely for your loyal address and for the welcome which you have given us. It is a great pleasure to receive in person the congratulations of the City of London on the victorious termination of the war and the signing of the Treaty of Peace."

"Our last visit to this ancient Guildhall was little more than a year ago. At that time the Allied forces were engaged in the most desperate of all their struggles with our chief enemy. On the main theatre of battle his armies were pressing forward to the attack, and were gaining ground."

"None of us despaired of ultimate success, but the crisis of the great conflict had yet to be passed, and we could not then tell how long victory would be delayed or at what price it would be finally bought."

"A very few days later began that wonderful offensive of the Allied armies which turned the tide of war on the western front and flowed on in ever-increasing success until it culminated in the destruction of the enemy's fighting power and his unqualified acceptance of our conditions of peace. (Applause.)"

"For the preservation of our country and for the peace so happily restored to us we recently met together in St. Paul's Cathedral to render our humble and hearty thanks to God."

"By invitation of the authorities of the Church of England, representatives of the Free Churches were officially present at the service, and it is matter for deep gratification that in the solemn expression of the nation's gratitude for a national deliverance, Christians of all denomination and schools of religious thought joined together in common worship."

"It is my sincere hope that this may prove to be a step towards a closer co-operation between religious communities for the spiritual life of the nation."

THE MERCANTILE MARINE.

"You have commemorated in your address the imperishable deeds of the forces of the Empire, the forces of our splendid Allies, and of the men of the merchant service."

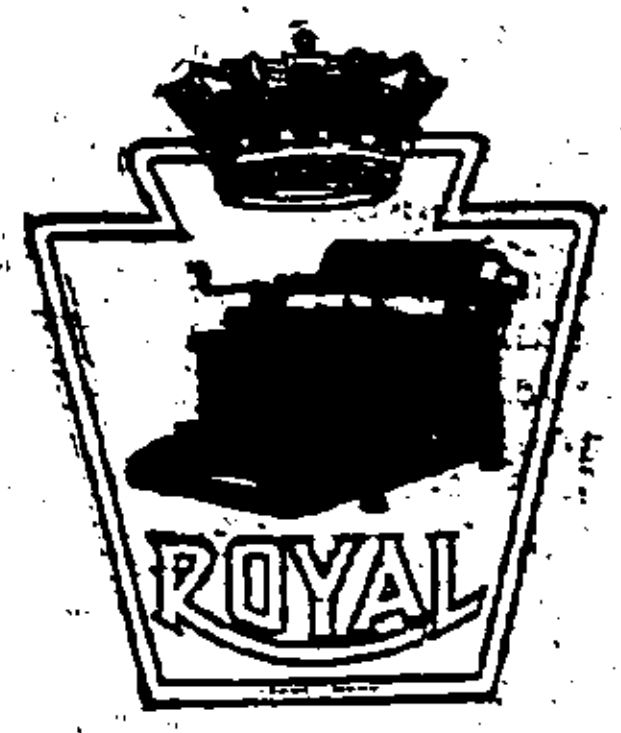
"Here especially, in the centre of the Empire's commerce, we should appreciate the deep debt our country owes to the officers and men of the British mercantile marine. Their splendid services during the war have been vital to its successful issue. Few, if any, merchant seamen could have anticipated the conditions of stress and danger under which they had to work from day to day. They were facing death no less than our soldiers in the fighting line, and even when the submarine menace was at its height no single British crew ever refused to sail. (Cheers.)"

"In the labours which the war imposed on the population at home your city has borne a part worthy of its place and reputation. Without adequate financial resources our efforts would have been in vain, and notwithstanding unprecedented taxation, cheerfully borne by all my people, they have lent to their country some of an amount unequalled in the history of the world. The City of London can recall with pride the share she has borne in that great effort. (Applause.)"

"One of the most important tasks before us is the restoration of our overseas trade. The re-creation of our merchant navy and the development of our ports must be pursued with the utmost energy if we are to regain our old supremacy. I am glad, therefore, to learn that the Port of London authority is sparing no effort to attain that end by enlarging the system of docks, adapting them to the conditions of modern trade, deepening the river channels, and adding to the facilities for storage. They are expanding their work in every direction. I recognise the great services which the resources of the port have rendered during the last five years, and I trust that the growth of its trade, so marked in the past, may continue in increasing measure now that the

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seas are once more free to peaceful commerce. (Applause.)

THE NEW ERA.

"With the end of the war a great chapter in the history of our country is closed. The new era which is opening before us brings its own tasks, and the same qualities which have carried us to victory will be needed in full measure for the work of reconstruction. (Applause.)"

"The spirit of union, self-sacrifice, and patience which our people displayed during the years of fighting will still be required if we are to reap the full benefit of the peace which we have won, and those great qualities must be reinforced by the homelier virtues of industry and thrift. (Applause.)"

"As was inevitable in the prosecution of the war, we have been living largely on our capital. Now that we are at peace again our country urgently demands from every citizen the utmost economy in order to make the best use of the resources which the nation possesses, and of strenuous and unremitting industry in order to ensure the greatest possible production of necessary commodities. Without these we shall have to face depression and poverty. Without these we cannot hope to maintain the high position in the industrial and commercial world which we held before the war. (Hear, hear.)"

"I am confident that the magnificent and sterling virtues of the British people will not fail us in the hour of need, and I join with you in praying that the Divine Providence which has guided us through the war may continue to guide our deliberations and inspire our hearts so that we may be enabled to make a worthy use of the victory which has been given to us and to our Allies. (Loud cheers.)"

A number of presentations were afterwards made. The King knighted the two City Sheriffs, Mr. Bannister, Fletcher and Colonel William Smith.

A few minutes later the Royal party left the dais, being escorted to their carriages by the Lord Mayor and Lady Mayoress.

CARDIFF OPIUM DEN.

For keeping an opium den and having pipes and other opium-smoking utensils in his possession, a Chinaman named Leung Yung, 195, Bute-street Cardiff, was fined £30, or, in default, two months' imprisonment at Cardiff recently. He pleaded that, having kidney trouble, he smoked opium to kill the pain. Inspector Adams said he saw three men lying on a bed, smoking opium, defendant being present. In unlocked drawers he discovered opium and pipes, and found on defendant £64 in money. The three men were fined 40s. for being in possession of opium and a pipe.

NEW MINERAL SPRING DISCOVERED IN KENT.

RIVAL TO GERMAN INDUSTRY.

English history is mingled to a large extent with a discovery which is likely to arouse widespread interest among geologists and naturalists, make known still wider the name of the Isle of Thanet, and create another local industry which will have the effect of capturing a source of revenue at one time largely enjoyed by the Germans, says the *East Kent Times*.

Ebbesfleet, at the south-eastern end of the parish of Minster, which figures as the landing place of the first Englishmen, is the particular centre of interest in this twentieth century development, and to trace the connection we must go back for a period of no less than fourteen centuries.

In those days the Romans held sway in this country, and in the year Anno Domini 447, when the two Kings Ambrosius and Gwrttheym were continually at loggerheads, two Saxons, by name Horsa and Hengist, landed at Ebbesfleet, then a port. The last-named is reputed to have won the confidence of King Gwrttheym by serving with his compatriots against the Picts and Scots, after being given permission to invite more of his countrymen from their then home in Germany to this country, but the inhabitants' antipathy to the strangers increased to such an extent that there was considerable fighting between the two factions from the year 447 to 465. In the latter year the Saxons were driven back on Ebbesfleet, their original landing place, and after a big fight near Stonar were compelled to seek their ships. They sailed home, but after the lapse of five years were invited back, this time to help King Vortigern in the expulsion of the Picts and Scots. As time went by their numbers increased by fresh arrivals from over the water, until, after many battles with the inhabitants arising from the original enmity, the Romans were compelled to relinquish their hold on this country in or about the year 448. But they left behind, says one of the notable historians of Kent, a number of their countrymen, who remained in the Isle of Thanet.

ST. AUGUSTINE'S DISCOVERY.

That action has its bearing on the subsequent events which led to the present-day discovery, for their Christian teaching helped to prepare the way for the arrival of St. Augustine. The latter's coming to this country was due primarily to two causes. About the year 590, Gregory the Great noticed three flaxen-haired children in the slave market in Rome, and learned from the merchant offering them for sale that they had been brought from Britain. So moved was he by their appearance that he prevailed upon the Pope to give him permission to go to England and convert the nation to the Christian faith. His mission aroused great opposition among the population, however, a d he returned home, only to send Prior Augustine with forty monks on the same errand in the year 597. As in the case of Hengist and Horsa, he landed at Ebbesfleet, after travelling through France, arriving there during the reign of King Ethelbert. The latter had married the only daughter of the King of Paris—a Christian woman—and it was due to her influence, and the propaganda of the Romans left behind on evacuation, that Ethelbert allowed Augustine and his monks to remain. But he made the proviso that they were not to leave the Isle of Thanet. A historic meeting between the King and Augustine took place later under an oak tree in position now reputed to be embraced by Severn's Farm Minster. In the interim St. Augustine and his party had to find for themselves in the open. The necessity for a supply of fresh water led the former during that time to search the district. His perambulations resulted in the discovery of a beautiful spring at Ebbesfleet, the flow of which was used for drinking purposes by the little band until the King permitted them to proceed to Canterbury. It also served another purpose, for many converts to the Christian faith are reputed to have been baptised there by Augustine himself. With his departure the spring faded into obscurity.

AN OLD TRADE AND A NEW.

As it is around that spring that the developments referred to in the opening sentence of this article are to concentrate, it is interesting to recall that its existence failed to attract attention, excepting among historians and Canterbury Catholics, who made an annual pilgrimage to it, until 1259 years later. It was then "rediscovered" by Mr. Pettit, of Cliffs End, who, realising the purity of the water, carried supplies into Ramsgate for drinking purposes. The trade expired on his demise, but it is now on the way to revival, not merely for the benefit of Ramsgate, but for much wider distribution. In fact, it is safe to prophesy that in a few years time the water from this historical spring will be consumed not only in all parts of this country, but in every civilised land. In brief the flow from the spring has been found to be a most magnificent natural water of extreme purity, as clear as crystal, and expert advice shows that when aerated it will form a table water of the very highest possible quality. To trace the events which led up to that discovery the past has not to be traversed very far. Just prior to the outbreak of the war, Mr. W. T. Puddephat, a gentleman of wide experience in the aerated water trade, came to Ramsgate and acquired the business of the Ozonic Mineral Water Company from Mr. Dyer. He had for long been searching the country for a spring of really pure water for bottling purposes, but without success, and on arrival in Ramsgate had almost given up in despair of ever finding one. Then, one day, on glancing through the introduction to Kelly's street directory to the Isle of Thanet, he came across brief reference to St. Augustine's baptismal spring at Ebbesfleet. Little thinking he was to find by chance what he had been seeking methodically without success, he located the outlet after a long search. The site is on the St. Augustine's golf links, near the Sportsman Inn. Analysis gave the result, mentioned but it is shown, in addition, that as the water issues from the spring it is extremely cold, just 18 degs. above freezing point

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(Fahrenheit)—a temperature which is constant all the year round. The flow is unvarying, and, contrary to containing nauseous mineral matter like the Spa waters, is pleasantly potable.

With that knowledge in his possession, Mr. Puddephat at once perceived the dietetic value of his discovery, and incidentally the worth as a commercial proposition.

His Ramsgate business, by the purchase of that of Mr. S. G. Philpott, Cavendish-street, Ramsgate, had largely expanded, and as a consequence he decided, in order the better to bear the new venture, to form a small company. The capital, fixed at £20,000, was raised privately, and the spring site and also a piece of land nearby for building purposes have now been acquired.

The spring will shortly be enclosed, and as soon as possible the necessary bottling works will be raised. The latter will be close to the Sportsman Inn, facing the Sandwich-road.

The intention of Mr. Puddephat, who will act as managing director to the company, is to supply both home requirements and foreign trade with the new aerated water.

In an interview with one of our representatives this week, Mr. Puddephat claimed that the water is incomparably superior to any foreign waters formerly imported, and easily outclasses "Apollonaris" from Prussia, and "Johannis" and "Geishubler" from Germany, and other waters imported from Austria before the war.

The extent of the trade done by those countries in the past in the importation of table waters, can be judged by the fact that over £500,000 left this country alone each year for the coffers of those engaged in its export.

Mr. Puddephat's enterprise should therefore result in the capture of that connection, and in due course create employment at Ebbesfleet for numerous hands.

It might be added that when the new concern is operative the advisability of establishing a pump-room on the lines of those existing at the famous spas will be seriously considered.

THE 1917 REVELATIONS.

GERMAN PLANS REGARDING BELGIUM.

Copenhagen, July 28.—Today's sitting of the German National Assembly was one of the most interesting and exciting that has yet been held.

Herr Muller (the Foreign Minister), in the course of his speech, read the telegram from the British Government which followed the letter of the Papal Nuncio in which an attempt was made to begin peace negotiations. The telegram, which was undated, read as follows:

"We have not yet had an opportunity to consult our Allies regarding the Note received from your Eminence, and are unable to answer the proposal made by your Eminence regarding terms for a lasting peace."

"In our opinion there is no probability of reaching this aim as long as the Central Powers and their allies have not officially expressed their war aims, and settled what indemnity they are ready to pay, and what guarantees they will give for the future protection of the world against the terrors from which it is now suffering. As regards Belgium they make no definite declaration regarding their intentions; nor do they say whether they intend to restore to Belgium full independence and make good the damage which she has suffered."

"Your Eminence, no doubt, knows the declarations made by the Allies in reply to President Wilson's Note. Neither Austria nor Germany has ever made any such declaration. Any attempt to bring the belligerents to an agreement seems vain as long as we do not know the points where their opinions differ."

"WE MUST DEMAND LIEGE."

After Herr Muller had spoken, Herr Bauer, the Prime Minister, made a fresh attack on the Conservatives. He said that the ex-Kaiser would certainly be brought before a tribunal and that he would be proved to be guilty of a great deal. I will read you (he added) the contents of two declarations made at the time in question, one from Herr Michaelis to Hindenburg on September 12, 1917, the day after the sitting of the Imperial Council, and the other on September 15, 1917, containing the reply of Marshal von Hindenburg and accompanied by a memorandum from Ludendorff. You will then understand why no decisive reply could be given regarding the reinstatement of Belgium. Herr Michaelis writes to Hindenburg:

"In accordance with the wishes of the High Command, I draw up our basis for peace negotiations as follows: For the protection of our commerce, we demand the city of Liege and adjacent territory. Belgium must intimately and economically be united to Germany and when Belgium has fulfilled all our demands for the security of the economic connection, which will of course, take several years after the first peace negotiations, we consider that military measures can then be abolished. Consequently we only ask to hold Liege provisionally, and as a factor on security."

"We will obtain raw materials from the occupied territory, secure favourable transport facilities, especially in the case of Antwerp, obtain an ascendancy over the Flemish population—putting an end to British influence on the Flanders coast and will demand the restoration of our colonies."

HINDENBURG'S REPLY.

Marshal Hindenburg made the following reply: "I do not conceal that the navy and patriotic circles will feel it a hard blow if we give up the Flanders coast. Economic connection with Belgium cannot be realised without pressure on Belgium even after peace has been declared, and for that purpose several years' occupation will be necessary, which for military reasons is possible only when England and America desert France. There can be no talk of indemnities, neither can we indicate to foreign countries what we intend."

General Ludendorff in his memorandum says: "We must keep the district firm in our hand. The possession of the Meuse line only is insufficient. We must drive the British and French armies still further back. It is only thus thereby that Belgium can become economically and intimately connected with us, and this could not be effected without strong military pressure, without lengthy occupation, and the possession of Liege."

The Premier continued. These letters prove why no satisfactory

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reply could be rendered regarding Belgium. At the same time, the so called Fatherland party was formed which supported the demands of the High Command. It was the members of this Fatherland party who supported annexationists and who drove the German people into destruction.

The Premier was at this point interrupted by a tremendous uproar, all the members rising and shouting "Murderers, traitors, political rascals." It was impossible to hear the continuation of the Premier's speech.

Herr Erzberger followed the Premier. He considered that a more favourable situation for peace was hardly conceivable than that of 1917, which was permitted to go by unutilised by a weak Government which, with no will of its own, was the tool of soldiers mixing themselves up in politics. The fact that he himself did not at the time urge greater clearness he endeavoured to explain by declaring that on his word of honour he did not know the contents of Mgr. Pacelli's letter or what the Government replied. Nevertheless, the overthrow of Dr. Michaelis was, he said, above all his work.

Herr Erzberger's attacks on the Right parties evoked noisy scenes. His speech evoked great applause on the part of the Majority parties. Sharp personal exchanges followed, and the House finally adjourned.

MUSIC HALL PIONEER DEAD.

Mr. J. L. Graydon, one of the directors of the Palace Theatre, died recently at the age of 76. For no less than 40 years Mr. Graydon was manager of the Middlesex Music Hall, favourably known as the "Old Mo." which was famous for producing "stars" of the first magnitude. Mr. Graydon had a keen eye for budding talent, and so it came about that Dan Leno, G. H. Macdormott, George Leybourne, and many other past celebrities had their first chance of distinction at the "Old Mo." Mr. Graydon's career coincided with the development of the modern music-hall. He it was who produced the "sketches" which now figure in most variety programmes, and he was also a pioneer of the revue. He retired from the Middlesex when it was rebuilt in 1909, and lived long enough to see it change into a theatre as the Winter Garden.

INDUSTRIAL ANARCHY.

MINER PRESIDENT'S TYRANNY.

Dr. Addison, Minister of Health, speaking at the dinner given to him at the National Liberal Club on July 28, asked if there was any man looking out on the state of Europe to-day who did not realise the need for using our utmost efforts to obtain the aid of all citizens in striving to secure and consolidate the results of victory and the opportunities of peace.

We see around us, he said, old institutions in a state of dissolution, old ties broken, and people reshaping their groupings on a basis of nationality, shaking off old tyrannies and groping, with many struggles, after a new order which will give them a fuller freedom and a better opportunity in life. We have before us, associated with the greatest organisation of labour, a threat of a strike calculated to hold up the whole life of the nation, not for industrial purposes, but on purely political issues with which Parliament and our self-governing institutions are charged to deal. We cannot grapple with these events by methods of sporadic industrial anarchy which immediately, as any man can see, spreads the desolation wider. But we can do so by an orderly, industrious, determined use of our representative institutions firmly based on the popular will, by means of a courageous development of the measures and methods that the times demand. By these means we may meet and provide for the needs of the people and the better opportunities that they seek for under a secure and peaceable order of things—the only condition under which they can be met. Now that they have taken the first great step to get rid of the tyranny of Kaisers and militarism, I do not believe that the people have any stomach to allow the tyranny either of the profiteer or the miners' president to take its place.

What amazed him, Dr. Addison said, was that there were men of political experience who by their public utterances seemed to think that the time had come to hark to the days of party political warfare, with all its petty haggling and obstruction. There were doubts suggested, for example, on conscription. There was no doubt about this matter whatever. We were determined to get rid of it for ourselves and to support the League of Nations or any other means for abolishing it and its attendant dangers in the world.

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termined to get rid of it for ourselves and to support the League of Nations or any other means for abolishing it and its attendant dangers in the world.

That issue, with another like it—British action in Russia—was put forward as an excuse for threatening to supersede the work of Parliament by industrial action. The declaration of policy by the Prime Minister in the House of Commons some time ago was surely clear enough, and the action that was being taken to arrange for the complete removal of our forces from Archangel before the winter months came on was in fulfilment of it. It was for the Russian people to decide their own form of Government, as in time they doubtless would, and emerge from anarchy into freedom.

The great task of the Prime Minister in the Peace Conference, amid a conflict of interests and perplexities passing description, had rightly earned the thanks of men of all parties; and none the less he was an alert and exacting captain in keeping his lieutenants who had charge of progressive measures at home up to their mark. Whatever might be said as to details, the Government's proposals as to health, housing, power, transport, land settlement, and acquisition, not to mention any others, formed a body of proposals, part of a whole scheme of domestic policy, which was bold and thorough.

Mr. Asquith had suggested that the difficulties in the acquisition of land, or the price of it, were likely to delay progress in housing. Starting from nothing on Jan. 21, there had been surveyed, valued, and planned for housing by local authorities up to the end of June no less than 28,214 acres of land, of which 14,392 had already been finally approved. The cost of the whole land, which in these early stages had very largely been acquired for our town or city population, and therefore contains a high proportion of

costly land, was expected to average out at £170 per acre. That figure, with an average of ten houses to the acre, represented, at 5 per cent, only 4d per week in rent.

Two facts stood out in connection with Ireland: First, that with the Home Rule Act on the Statute Book, proposals must be made to Parliament; and, second, that if we waited until Irishmen were agreed upon them, we should never make them. The pledges that were given at the General Election were, of course given after specific proposals had been worked upon. It could not be expected that Irishmen would say they were "satisfied," but the provision of a workable basis for Irish self-government with the safeguards to which they were pledged, as soon as possible, was, he believed, both possible, and a national, if not an international necessity.

Apart from the unrest which arose from a legitimate desire to improve the conditions of life and labour, there was the ever-present factor of discontent arising from high prices. Much of these were inevitable, but the rampant display of greed which followed the relaxation of control in some trades and which were compelling its reimposition, was proof enough that some of it was profiteering of an atrocious kind, and that distributors and retail traders in many cases were prominent offenders. If those who dreaded the spread of the demand for nationalisation in industry would band themselves together to check profiteering in the products of industry, they would do more than in any other way to check the tendency they deplored. Short of this, he had never seen any proposals which looked effective under which the State could check profiteering in those directions where there was really no competition, except by an elaborate system of control and inquiry which was repugnant to our character and habits.

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The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 12, 1919.

LABOUR MORE TACTFUL.

It is so much to the good that the Trade Union Congress, which is meeting in Glasgow, has so far shown little signs of supporting the utterly unconstitutional policy of "direct action." The President spoke out very clearly on the subject when he asserted that a national strike for political ends would mean revolution. In saying that, he showed that he was one of the Constitutionalists in the Labour Party—the men upon whose level-headedness and good sense we rely to keep the Labour movement in healthy channels. Mr. J. R. Clynes is also of this group. Only the other day, at the Labour Party Conference, he argued strongly against "direct action," submitting that organised labour, in the use of the Trade Union weapon, should confine itself to industrial action for industrial ends, meaning thereby such matters as the wage question, the hours of labour or workshop conditions. He was decidedly against the use of the weapon for obviously political purposes, and in taking that stand he has with him the sane element of the Party. These are the men who, like the President of the Trade Union Congress, believe that they can gain the power they are seeking by purely constitutional methods.

After all, once the policy of "direct action" were put into operation, there would be no end to its application, and there would be no such thing as stable government. Mr. Clynes emphasised that point very aptly the other day, when he pictured the future possibility of a Labour Government being in power. He asked the extremists of his Party whether, in such an event, any class which could exercise power were to be given the right to terrorise a Labour Government by the use of any means it seeks to employ. After all, if the "direct actionists" claim that right to-day, they cannot consistently object to others adopting the same policy when Labour comes to rule the country. The admission of such a principle, says Mr. Clynes, would be a blow, not at the Government but at Democracy. And he is quite right. It would mean an end of majority rule, for a minority might easily bring about chaos by the adoption of unconstitutional methods. No; that is not the way for the Labourites to attain their ends. There are other and better methods available, and until all constitutional expedients fail, there is no justification whatever for going to extreme measures which must end in sheer revolution.

What kind of a policy the Trade Unionists hope to evolve we do not know. Their Parliamentary Committee has been instructed to draft a practical and effective scheme for the control of industry, on the basis, apparently that co-partnership, and dividend-sharing are not to be included, since these are regarded as capitalistic schemes. How that decision is arrived at, it would be hard to say, for Labourites have been in the habit of arguing that they do not get a fair share of the profits of their labour. Yet when they are given an opportunity of going hand-in-hand with the capitalists they are not inclined to seize it. Nevertheless, the Trade Union Congress says the workers are anxious to co-operate with their employers. The issue seems to be very much confused in this connection. It does not appear at all clear what it is that the workers want. Apart from this point, however, it is satisfactory to feel that the moderate section of the Labour group is continuing to exert a restraining influence on the extremists. So long as this is the case, we need have no fear of any revolutionary upheaval in the Old Colony.

NOTES & COMMENTS.

NIGHT NOISES.

We have been asked whether or not there is any law in Hongkong which prohibits householders from making the night hideous with pianos, gramophones and the like. There is. It is incorporated in the Summary Offences Ordinance, which was brought into being "to make provision for the preservation of good order and cleanliness and the prevention of nuisances." The clause affecting the matter reads:—"No person shall between sunset and 6 a.m. make or cause to be made any noise whatever calculated to disturb, annoy or interfere with the public tranquillity or the quiet of the occupier or inhabitant of any dwelling house." Now, these words are quite unambiguous, as our readers will agree. Yet we are informed that in Kowloon at any rate it is the rule rather than the exception for residents to be disturbed, and even distracted, by noisy neighbours who imagine that they have musical talents. The nuisance is more emphasised in Kowloon than elsewhere by reason of the close proximity of blocks of flats one to another. In "Flatland" across the harbour, there are nightly howlings and shriekings by would-be vocalists, whilst the din and confusion are added to by pianos competing with gramophones for premier honours. This kind of thing is worse just now than it will be in winter, when verandah windows will happily be shut.

FOX-TROT AND SLEEP.

No objection could, of course, be raised if the pandemonium ceased at a reasonable hour, but it often lasts well on, and sometimes considerably after, midnight, when most people have a preference for sleeping rather than listening to the musical efforts of the dwellers in "Flatland." A couple of nights ago, a string band kept up playing lively airs until early morning. The music in this instance was good and quite cheery, but it scarcely helps one to get to sleep when fox-trots and one-steps are being rattled off a few doors away. The trouble is that there are some people who never will think of the comfort of others. So we suggest that one of these nights the police take a stroll round to "Flatland" and hear the racket which goes on. Then, after taking due note as to where the evil originates, they might drop a mild hint that these noisy "concerts" should, as far as possible, stop at eleven o'clock at any rate. "Public tranquillity," to use the legal term, ought not to be interrupted after that hour in any respectable locality.

DEMobilISATION.

There is still some discontent at Home over the War Office plans for demobilisation. All sorts of suggestions have been made as to the order in which men should be released from the Army. The latest orders issued provided that all 1914 men, except those in India and any there may be in Russia, should begin their journey home within one month of the signature of Peace, namely by 28th July, and that all 1915 men and men over 37 years of age, except those in India and Egypt, and Russia, should start for home within two months of the signature of Peace, namely by 28th August. Other men who are now desirous of and eligible for demobilisation under existing regulations will start for home within three months of the signature of Peace, namely by 28th of this month. This programme of release applies equally to men who, although demobilisable, have hitherto been retained for essential purposes usually described as "the machinery of demobilisation," but will, of course, apply to men who although eligible for demobilisation have volunteered to stay for a period with the Armies of Occupation. All Derby men who joined the Colours for service before 1st July, 1916, excepting those in India and Russia, will begin their journey home by 1st November. It is expected that all the remaining men of all classes who fought in the war, that is to say, embarked for any theatre of war or garrison abroad before the Armistice was signed, will be released in the early spring of next year.

GIRL'S LETTERS TO GERMAN PRISONER.

At Taunton Police court recently, Hilda Mapstone, 18, a land girl, employed on a farm near Taunton, was fined 40s for sending, and William Hall, a demobilized soldier, was fined a like amount for conveying, letters to Carl Muller, a German prisoner. Hall's defence was he thought the letters were harmless, being only love letters.

DAY BY DAY.

THE COWARDICE THAT YIELDS TO THREATS INVITES THEM.

A Chinese was charged to-day before Mr. R. E. Lindell with unlawful possession of 198 taels of opium. Mr. A. E. Hall appeared for the defendant. The case was adjourned and bail was fixed at \$1,500.

Yesterday the Y.M.C.A. beat C.R.C. in the Junior Tennis League, and, having concluded their fixtures, are level with Club de Recreo. They will play off, if both agree, at the C.R.C. "At Home" to-morrow.

A Chinese was to-day charged with unlawful possession of 10 taels of opium. When the charge was read out, defendant said:—"It is not Staats but 10." "All right," said Mr. Lindell; "it does not matter; the Government gets the opium." A fine of \$300 was imposed or six months.

A Chinese was charged before Mr. R. E. Lindell to-day with unlawful possession of 82 taels of opium. The drug was found tied around his waist. When a fine of \$600 or five months was passed, defendant said:—"A man promised me \$3 to carry the opium. He only gave me one, so I will have to look for him and get the other \$2 to help pay the fine."

TYPHOON WARNING.

The telegrams quoted below have been received by the American Consulate General, Hongkong, from the Manila Observatory.

2 p.m. September 10.—Cyclone or typhoon W. of the Ladrones or Mariana Islands, inclining northward.

3.20 p.m. September 11.—Typhoon W. of the Ladrones or Mariana Islands, inclining westward.

10.30 a.m. September 12.—Cyclone or typhoon E. of Luzon, more than 300 miles distant, moving W. or W.N.W.

MURDER CHARGE.

INDIAN TROOPER IN THE DOCK.

An Indian trooper was before Mr. R. E. Lindell to-day, charged with murdering another trooper.

Inspector Gordon stated that defendant and deceased slept next to each other. On the 8th September, at one o'clock in the morning, a trooper sleeping further away, heard a noise. He got up and saw the defendant standing beside the bed of the deceased, with an iron bar in his hand. The defendant was seen to go to a window and throw the bar out. It was found the next morning. The case was adjourned till the 23rd, at 10 a.m.

SHIPPING ITEMS.

The s.s. Chusan, from Ching Wan Tao, brought in this morning 2,150 tons of coal for Hongkong. She is a B. and S. vessel.

A thousand four hundred tons of sugar were consigned to this port by the Norwegian steamship Providence, from Sourabaya. From Pakhoi, the s.s. Tai Sze, a Chinese vessel, brought in yesterday 350 tons of general cargo for the Colony, 285 pigs and 71 bullocks.

Five hundred tons of cargo were consigned to Hongkong by the Yuet Shang yesterday.

Coal of a quantity of 1,624 tons was delivered by the Daioku Maru, belonging to the Osaka Zosen Sho. She came from Keelung.

The Toyo Maru had on board 1,240 tons of coal for the Colony from Keelung as well. The local agents are the M.B.K.

The Nippon Maru from San Francisco arrived here last evening with 551 tons of groceries, matches and merchandise for Hongkong. She left San Francisco on August 12th and Nagasaki on the 8th instant. Her agents are the Toyo Kisen Kaisha. She carried 49 first-class and 12 second-class passengers, and also 639 bags of mail. During the voyage fine weather was experienced.

The Japanese steamer Kosaka Maru from Kobe arrived here yesterday afternoon with 3,343 tons of through and 293 tons of direct cargo.

ROBBIE'S LETTERS.

TO HIS NEPHEW AT HOME.

Dear Allick,

Hongkong, Sept. 10, 1919. Mac, says I, if you're no careful you'll let this high exchange come between you and what little wits ye ever had. Let Andrew Carnegie be a warning to ye. Man, at the hinder-end he left less than fifty million dollars.

Macpherson's like a lot more in the Colony these days. I wouldn't like to be Stabb and have this fixing of exchange on my conscience for long. Mac's nearly away to skin and bone and wif him nowadays a night sweat is nearly as common as a bath. Man, says he to me going up to the car the other night, this exchange business is very disturbing. I'm mortgaged up to the hilt as it is, a month ago, and yet it keeps going up. If I had only waited. I wonder how much further it'll go and what's the cause of it? Search me, says I, maybe it's the new sun spots that's affected the Bank.

Lad, the old fear of Hell's flickering out. A deadlier fear is taking its place—the fear of poverty. Men wif \$20,000 a year live in a sick dread o' financial loss. This rising dollar of ours is breeding the canker of discontent. It's working like a poison in the system. It's tainting all classes—the rich even more than the poor. To pile up money for money's sake isn't a sign of brain power nowadays. It's a sign of mental weakness.

...aye lad, there are always more yelpers than helpers. As I was saying, this Kowloon business is likely to be swamped or water-logged through the folks that are aye ready to take trouble to make trouble. Criticism is the only job in life that the inefficient are keen on. They can't learn, but by jingo, they're aye ready to lecture. The most stinging art critics are the folks whose dumbs are most conducive to eye strain. Any fool can sneer. Sneers are cheap in every sense of the word. There isn't much of real value given away in this world, mind I'm telling ye. Poor old Frost must have spent a poisonous week-end, but he wants to keep a stiff upper lip and set "a stoat bert tae a stey brae." It's better in the long run to be spurred on by sneers than married and spoilt by honeyed praise. The critic who can't see beyond the individual in any proposed scheme of reform is a weak-minded fool for individual wants are the true basis of all reform. Each man has his own ideas concerning his individual needs, irrespective of those the world may consider necessary for him. A man, for instance, have may his heart set on a little home surrounded with flowers—a garden. No matter what he accomplishes, his life will be a failure to him unless he gets that "little home." The unfortunate part of our lives is, that so many of us are sidetracked from the things we want most, for what other folks want us to have.

But to come back to this Kowloon affair. I was vexed to think that the vestry of the St. Andrew's Church were so purblind about the granting of the Hall for the proposed public meeting. Sir Paul Chater would be right annoyed when he heard of their decision. If you bunch o' myopic vestrymen had just taken the trouble to step outside their Hall and read what was engraved on a two by three foot stone, attached to the building, it would have saved them a lot of face. This stone has cut out on its face, for posterity to read, something like this:—

THIS HALL IS ERRECTED AND PRESENTED TO THE COLONY BY

SIR C. P. CHATER, C.M.G. 1ST APRIL, 1913.

From what occurred last week, that date looks to me more than appropriate. In any case, from the inscription I should say it was a Public Hall all right. Onyhow, they've decided to leave the matter over until such time as the new incumbent comes. Now it's a very bad thing to get into a bad habit. The habit of leaving things to other folks, is becoming very prevalent nowadays in this Colony. Everything we have asked from the Government during the past year has always been countered by the statement that the matter must be left over till the arrival of the new Governor. Now we get the same kind o' excuse in the matter of the new St. Andrew's Church incumbent. Aye, it's a right, bad habit we've got into, and what's more forbye, it's no fair. It would seem on general principles nowadays that the folks who know most about the things they want have to wait for the

coming of some one whose knowledge of things, so far as they effect this Colony, isn't worth a tinker's curse. It's the worse case o' "wait and see" I ever saw. In the case of this Hall business if the decision is such a momentous one it is very unfair to saddle the new parson wif the responsibility. No matter what his decision will be, the result will mean a congregation wif a fifty per cent. bias right bang off. Does experience count for anything at all? That vestry must be crazy. After their experience wif the last parson I would have thought they'd have had more sense. My goodness, I wouldn't have that man's job for anything—no if they provided me wif a couple o' brand new sermons a week. A lamb led to the slaughter is on velvet compared to him. Man, by the time he feels his feet and gives all his parishioners the once over and visits the K. C. C., in between worrying how he's going to live on his salary, he'll have precious little time to devote to the pros and cons as to who is entitled to use the Public Hall, mind I'm telling ye.

It'll be the same wif the new Governor. He doesn't know what he's in for. By the time he digests the "Fourteen Points" contained in the Address of Welcome and has tackled the Civil Servants' and Policemen's wages, etc., his term of office will be up or in the meantime he'll be a lunatic charge on the community until such time as a couple o' bluejackets can be spared to take him home again. No, it's no fair to saddle newcomers to this Colony wif the responsibility o' everything. If that principle is carried out, the crack o' doom will be on us before we get our political lamps trimmed and burning. In the matter of this address o' welcome, man, I'm right sorry for Chater. Just you imagine the irony of the thing. As an old Unofficial Member of the Legislative Council and a member of the Executive Council to boot, he will have to stand up and petition and pray that the fourteen lugubrious points, as contained in the Address, including among other things housing reform, constitutional reform, bandstands, and a festering welter of neglect and decay generally, may receive His new Excellency's careful consideration. I think if I were him I'd start in right now and petition and pray for some indisposition to keep me abed that morning. The artful dodgers of the C. R. A. will make him look foolish if he doesn't look out.

Man, this has been an awful summer for wet week-ends. If it hasn't been one thing, it's been another, sometimes both together, that's upset our Sabbath rest, recreation or lubrication according to our individual needs or inclination. Last week-end was no exception to the rule for on Sunday a literary typhoon was in the making at the Peak. Fortunately there was no evidence of its presence till the following Tuesday when it was found, after it had expended its force, that it had left Hongkong practically untouched. A new kind of typhoon? Not at all. That's only my ambiguous way of letting you know that Mr. Scott Harston has again contributed to the general gloom by letting loose another contribution on the Future Economic Policy in Relation to Germany and in doing so again carefully refrained from touching Hongkong relative to the several points I used in support of my advocacy of Free Trade.

Now I like Mr. Harston. As an opponent he's dead square, and never takes unfair advantage. He's unlike myself, in the sense that he's never dogmatic (that's one disadvantage of being a Scot) and, above all, has the saving grace o' humour. There's aye hope for the man that can take a joke. As a debater you've got to be up bright and early to catch him. If I was only half as smart, I'd have been a lawyer. But to get back to our brot, I'm glad o' Mr. Harston's assurance that he is by no means a rabid anti-Free Trader nor a Protectionist in the ordinary bit on the lowlier footstool of his apparent reluctance to disprove several of my statements. I have suspected as much all along. I agree with him, however, when he says that Great Britain's past and future prosperity was due to her Mercantile Marine, but we must never forget that it was our policy of Free Trade that maintained and fostered it. Cause and effect, in short "How well our merchant ships assisted us during the late war, and how dependent Great Britain was on the courage and tenacity of our merchant seamen, we all know.

An abbreviated School Board education necessarily denies me the assistance of old "Laccoon" or the moral backing of such as Cassandra in this question, but I believe they were good and worthy folks for all that. Their worst fault, however, was that they couldn't speak understandable English. On points, Mr. Harston wins that round.

With regard to Mr. Winston Churchill and that portion of his recent speech quoted by Mr. Harston, it would seem, though a professed Free Trader, he (Mr. Churchill) is not ready yet to make up his mind as to what is the proper treatment required for his new phenomenon, (the varied problems of modern Economics). As Mr. Harston submits that in an earlier letter he is at one with Mr. Churchill in this regard, I, in turn, respectfully submit that the mere recognition of new problems does not get us anywhere. The diagnosis of disease to be of any value must be followed by a prescription if a cure is desired. Mr. Harston suspects that there is something wrong financially (many a man has thought he's been suffering from heart trouble only to find that it was flatulence after all) but both he and Mr. Churchill haven't yet made up their minds as to the proper treatment of the present economic distress. If this is so, then I live in hope that Mr. Harston may even yet adhere to his Free Trade principles in their entirety. Mine is only a tiny voice, I know, but I am in the chorus at onyrate. It is long since I have recognised the new facts, studied them, made up my mind, and my remedy for the present situation, in short, is efficiency in business methods and the total exclusion of all protective tariffs, artificial or otherwise. Sitting on a fence literally or figuratively is a very painful business at the best o' times, you believe me.

Yours truly

ROBT. MacWHIRTER.

Mr. Harston also quotes a speech by Sir David Beatty the keynote of which is Comradeship. He sees a solution in the word. Its no a fiscal one anyway. I cannot quite see the point myself. Protection is the antithesis of comradeship, at least so far as the working man and the middle classes are concerned. Protection has always caused bitterness and jealousy between nations and trade rivals. The Tariff has always been used as a method of aggression and retaliation. Free Trade has been the means of increasing the world's abundance, removing the world's poverty and increasing the world's friendship and understanding. With regard to Mr. Harston's sentiments anent "Labour" and the Middle Classes we are at one. For weeks past I've been harping away on the same strings. But I'm no complaining. It's a poor orchard that's never robbed. Nor does he stagger me when he tells me in figures the purchasing value of £100 to-day. I went into the causes of that last week. If he's fond o' that sort o' thing I'll pass him on some of Janet's letters. The figures in her last epistle makes Niagara look like perspiration.

I could go on and on wif this subject but just how interesting it is to the ordinary man in the street onyway? Still it's encouraging to see correspondents tackling economic questions. Unanimity is hardly likely to appear but, all the same, serious discussion was never more necessary than to-day. Now for another solemn warning. You mark my words, if we're no careful we will be outmanoeuvred by other nations in their attempt to retain our old markets and to capture new. Either the new situation is to be met by a revival of the will to work and the free exchange of goods, or Britain declines to the position of Spain after the most terrible suffering in our social annals.

I've said that same thing again and again but for the same reason that Jeremiah probably never obtained the freedom of the Eastern city wherein he dwelt; so maybe I'd better keep my breath to cool my porridge. However, Mr. Harston still thinks he's got a shred of a sense. I again invite him to descend from his high chair of Imperialism and vague generalities and rest a bit on the lowlier footstool of Hongkong and the things germane to the present issue.

Yours truly

ROBT. MacWHIRTER.

AMBITIOUS LONDON SUBURBS.

Acton, Willesden, Leyton, Walthamstow, and Enfield are taking active steps to secure incorporation as municipal boroughs. The recent action of the Middlesex County Council in deciding not to oppose Acton's application has also stirred the ambitions of other London suburbs, and similar action may soon be expected from Tottenham and Edmonton.

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LAUNCH AT
KOWLOON.

Yesterday morning, Messrs. W. S. Bailey & Co., Ltd., launched from their shipyard at Kowloon the steel single screw tug, "William Langland" built to the order of the British Admiralty.

The vessel is designed for deep sea salvage work, her dimensions being length 112' 6" x 25' Beam x 13' 6" deep, engines and boilers of 950 I.H.P. being supplied by H. M. Dockyard all constructed to Lloyd's highest class and built under their supervision.

Among those present at the launching ceremony were Capt. Basil Taylor, R.N., Harbour Master, Commander W. Reed, R.N., Hon. Mr. E. D. C. Wolfe, Dr. Whyte, Mr. and Mrs. Platt, Mr. Coomes, Mrs. Morrison and Mr. Morrison, Lloyd's Surveyor, Mr. and Mrs. Tully, Mrs. Gill, Mrs. Kennedy, Mr. A. L. Todd, Mr. J. F. Miller.

The christening ceremony was gracefully performed by Mrs. Platt. The party then adjourned to the drawing office, where Mr. T. Ramsay proposed success to the "William Langland," concluding by re-

THE EX-KAISER.

TRIAL DEFERRED.

It is reported that the Allied Supreme Council at Paris has decided to postpone the trial of the ex-Kaiser and others responsible for the starting of the war pending the stabilisation of the political situation of Germany. This decision has been reached on the representation of the German Government, which approached the Allies with the request that the trial be postponed. It contended that, if it was carried out at the present juncture, it would be provocative of serious domestic disturbances. On receipt of the request, the Allies dispatched some French officers to make investigations into the prevailing conditions in Germany. The result of these investigations was a decision that the German representation was warranted.

requesting Mrs. Platt to accept a platinum and diamond brooch as a souvenir of the occasion. Mr. Platt, on behalf of his wife, thanked W. S. Bailey and Co., and complimented the builders upon the successful launch which had taken place.

THEY SAY.

(With Apologies to "Dugout" of "The Referee.")

They say that Old England is going down hill.
That Smillie "the Coal King" has given her a pill.
Which has churned up her vitals and made her d—d ill.
But I don't believe it. Do you?

They say that Northumbria's Dukedom's for sale.
That Bass's of Burton will brew no more ale,
And that "Pussyfoot" Johnson's the cause of that tale.
But I don't believe it. Do you?

They say that "the Triple Alliance" holds sway,
O'er the length and the breadth of Great Britain to-day.
So those who don't like it had best stay away.
But I don't believe it. Do you?

They say that for Whiskey you pay "ten and six"
Per bottle, containing of "spirit" nigh "nix",
Which tickles your throat like the dust of old bricks.
But I don't believe it. Do you?

They say that a Lawyer well known in Hongkong,
Has offered a premium—quite a new song!
For a passage from London to bring him along.
But I don't believe it. Do you?

They say that "Free Trade" has been "knocked on the head"
By a Burglar from Boche-Land who left it quite dead,
Which really accounts for the lack of good bread.
But I don't believe it. Do you?

They say that old Noah never sailed in the Ark.
That Jonah was not swallowed up by a Shark,
And that they who think different are quite in the dark.
But I don't believe it. Do you?

They say in Hongkong it has been very hot,
And has caused all the rents to go up quite a lot.
Still the Landlords will tell you that's all "tommy-rot".
But I don't believe it. Do you?

They say that some men once invested "a pile"
In a mine said to be in a far distant isle,
Though all that they found there was "salt" by the mile.
But I don't believe it. Do you?

They say that the Germans will freeze this place out,
By starting a "port" somewhere else, but I doubt
Whether that's quite so simple as eating "Saperkraut".
And I don't believe it. Do you?

Hongkong, 11th September, 1919.

"ICHABOD."

KOWLOON NOTES.

Mr. G. N. Manley of the K.C.C. has been given a place in "The Rest" team which is to play the Champions (C.R.C.) of the Senior Tennis League on Saturday. Mr. Manley is a young player of great promise and fully deserves inclusion in the team. Should he continue to develop in rati- on to his present form he will eventually be one of the cleverest doubles players in the Colony.

We are now getting quite used to having to cancel sporting fixtures during the week-ends, owing to inclement weather. For this reason the Kowloon Cricket Club and the Kowloon Bowling Green Club did not play their Bowls League match, last Saturday. This week the Kowloon Cricket Club will meet the Police Recreation Club in the Bowls League, on the former's ground, weather permitting.

We learn that the new water pipes for the laying of a proper system in Sham Shui Po have now arrived, after being on order for over two years. New mains will now be laid in place of the stand pipes.

It may be wondered, by some of the top flat dwellers, who suffer most from the inadequate water supply in Kowloon, why Sham Shui Po should receive attention first. The reason is that that district is nearest the reservoirs and naturally any scheme for larger mains in Kowloon must begin at the end nearest the original source of supply.

Many queries have reached us from 'Kowloonites' as to whether the Star Ferry Company is acting within its rights in refusing to accept \$5 Hongkong and Shanghai Bank notes in payment of single fares. We have made enquiries and so far as we can gather, the Star Ferry Company (or any other Company for that matter) is quite entitled to refuse to accept anything but silver coin. The reason is obvious. If a \$5 bill were accepted and change given, a man could have a free ride on the ferry and still be in pocket at the expense of the Ferry Company, that is whilst small money is at its present premium.

For the benefit of Kowloonites we have made exhaustive enquiries as to the cause of the premium on small money. From what we can gather it is principally due to the money changers and other speculators. There has undoubtedly been a certain quantity of small coin smuggled out of the Colony, but not sufficient to bring about the present state of affairs. A certain shortage occurred through export, whereupon the money changers "worked the oracle" for all it was worth. We are told by a leading banker that there is plenty of small coin in the Colony and there is no question of the Government being reduced to the necessity of a small money note issue. It is anticipated that things will become normal in a very short time.

In the meantime, the Kowloon money changers have joined the noble army of profiteers.

"Enquirer":—The Sanitary Board's control extends over that portion of the mainland between the shore and the range of Kowloon Hills extending from the village of Teung Kwan O in Junk Bay on the east, to the village of Kau Pa Kang on the west, with a seaboard of about 13 miles and an area of about 16 square miles. This area includes "Old Kowloon," which has been British since 1861, and has an area 2 3/4 square miles, and a portion of the New Territories, leased to this Government in 1898. The remainder of the New Territories—about 266 square miles—is outside the Board's jurisdiction.

The following is an extract from the Government Medical and Sanitary Reports for the year ending 1918:—

POPULATION.

The distribution of population, estimated to the middle of 1918 was as follows:—

Kowloon (including New Kowloon)	80,200
New Territories (land)	33,400
(afoat)	59,650

Is the P. W. D. supposed to be able to estimate for the needs of European Kowloon from these figures? It will be noticed that the estimates are only to the middle of 1918 and they were not

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laid on the table at the Legislative Council until quite recently. A footnote to the official estimate states "The population figures have been estimated by the usual method based on the natural increase as shown by the census returns of 1906 and 1911."

As will be seen, the estimates for 1918 are based on "the natural increase" as shown by the census return of 1906 and 1911. We made enquiries from the Government, a few weeks ago, as to whether there were any arrangements on hand to take a census of Kowloon, either racial or collective, and the reply was in the negative. From that we judge the returns for 1919 (which, according to precedent, will be published about next June) will be based on the same information.

Surely it is time a new census be taken. Basing estimates on the "natural increase" as shown as far back as 1911, cannot possibly give an accurate idea as to the population. In any case, during the past two or three years the increase has been anything but "natural"; the only term which could adequately describe it is "abnormal". The taking of a separate census of European Kowloon is one of the questions a Kowloon representative on the Council should deal with, if and when he gets there.

And what constitutes "population affect"? Does it include the business men living in Kowloon whilst in transit to Hongkong on the "Star Ferry"? (That's a joke!)

WHAT MRS. DONN DID
WHEN HER LITTLE BOY
HAD A COLD.

Mrs. F. Donn, of Woodstock, Ontario, Canada, is one of the thousands of mothers who keep Baby's Own Tablets in the house ready for immediate use when the little ones get out of sorts. She writes:—

"I have been using Baby's Own Tablets for my children, and find them a very satisfactory medicine. When my little boy had a cold I gave him the Tablets at night, and in the morning he was all right. I give them to the children for constipation, and find their action prompt and gentle."

To mothers everywhere Baby's Own Tablets, the Canadian children's remedy, are a real friend. They are equally harmless and helpful to the youngest infant as to the child of 6 years or more, are a specific for indigestion, colic, diarrhoea, simple fever, make teething easy, promote restful sleep and good appetite, drive out worms. Obtainable from chemists, also at 60 cents the vial, post free, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

We have been asked what will be the method of appointment of a Kowloon representative, should the privilege be granted. Some favour appointment by election, others nomination by the Governor. However, that is for the meeting to decide. There are certain difficulties to be overcome, and we would urge every Kowloonite to make a point of turning up at the meeting, when it is held.

(Continued on Page 3.)

NOTICES

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PORT SAID & MARSEILLES.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
MAGUYA	11 Sept. 11 a.m.	15th Oct.	24th October.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	7th Oct.	due Bombay about 26th Oct.	
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ARRATTOON A.	1st Oct.	due Calcutta, about 30th Sept.	
ITOLA	1st Oct.	26th Oct.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hongkong about 25th September.	Due Yokohama about 9th October.	

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central.

CP & OS

SAILINGS

HONGKONG to VANCOUVER.

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

FROM	STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Asia	Oct. 2	Oct. 20	
Empress of Japan	Oct. 15	Nov. 5	
Monteagle	Oct. 19	Nov. 12	
Empress of Russia	Oct. 30	Nov. 17	
Empress of Asia	Nov. 27	Dec. 15	
Empress of Japan	Dec. 10	Dec. 31	
Empress of Russia	Dec. 25	Jan. 12	
Monteagle	Jan. 1	Jan. 23	

Passage from Hongkong to United Kingdom.

EXPRESS OF RUSSIA	GOLD	EXPRESS OF JAPAN	GOLD
16.50 Tons Reg.	14.00	16.50 Tons Reg.	14.00
16.50 Tons Reg.	14.00	16.50 Tons Reg.	14.00

For Particulars regarding passage rates, sailing and reservation of accommodation, also handbooks and descriptive literature apply to

P. D. SUTHERLAND,
General Agent.
Phone 752. HONGKONG.
For freight rates and through bills of lading via Vancouver, connections with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West Indies, apply to
J. H. WALLACE,
General Agent.
Phone 42. HONGKONG.CANADIAN PACIFIC
OCEAN SERVICES.

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.* FUSHIMI MARU ... Monday, 22nd Sept., at 11 a.m.
(Omitting Manila & Shanghai.)
KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.IYO MARU ... Friday, 19th Sept., at Noon.
ATSUTA MARU ... Friday, 3rd Oct., at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.
NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAHWA ... Saturday, 20th Sept.
CALCUTTA & RANGOON via Singapore & Penang.YETOROFU MARU ... Tuesday, 16th Sept.
TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.
AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Thursday, 18th Sept., at 11 a.m.
YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).
WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.TSUYAMA MARU (Marseilles & Liverpool) Thurs. 2nd Oct.
* DELAGOA MARU ... Middle of October.* (London, Antwerp & Rotterdam)
TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers. From Hongkong. To Nagasaki. 25th Sept. "Omitting call at Shanghai."
NIPPON MARU direct to Nagasaki. 25th Sept. "Omitting call at Shanghai."
TERUO MARU 2nd Oct. 11th Oct. (from Yokohama).
SHIRAKI MARU 11th Oct. 25th Oct.
SHIRAKI MARU 11th Oct. 25th Oct.
PERSIA MARU 10th Nov. 10th Nov.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE by TRANS ANDERSON ROUTE to BUENOS AIRES.

Steamers. Leave Hongkong. 4th Nov.
SEIYO MARUPassengers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.For full information as to rates, sailings, etc., apply to
T. DAIGO, Manager
KING'S BUILDINGS

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 1st, 1914. Oct. 7th, 1914. Nov. 22nd, 1914.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton. General Agents.
Hongkong, 10. Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, N.Y. YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING NEWS.

U.S. MERCHANT MARINE.

San Francisco, July 29.—The Board of Directors of the Chamber of Commerce at its meeting to-day approved the report of a Special Committee on Shipping, appointed to study the merchant marine situation and make recommendations to the Board for adoption. The report will be brought to the attention of other organizations for endorsement and forwarded to all members of Congress and appropriate government bureaus. This Committee has been working for the past several weeks and the findings are of a general nature as to the manipulation and control of the tonnage which is and will be available. The personnel of the Special Committee and their report follow:—Marshall Dill, (Chairman), F. F. G. Harper, W. H. Hammer, Fred Connor, E. G. Swift, Gustav Wormser, J. L. Dobbins, Daulton, Mann, W. D. K. Gibson, F. M. Barry, John Rothschild. First: The early transfer of the United Shipping Board Vessels from the Government to American Private Individuals, Firms or Corporations properly equipped and competent to successfully operate them. Second: That the President be authorized and directed to investigate and determine as promptly as possible what steamship lines should be established and put in operation from the principal ports of the Atlantic, Gulf and Pacific Coasts where adequate terminal connections with Rail Carriers can and will be made, or already exist to such world markets as in his judgment are necessary to, and will promote development expansion, and maintenance of our foreign trade and adequate postal service, and to determine the type, size, speed and other requirements of the ships to be employed upon such lines and the frequency and regularity of their sailings, with a view to furnishing adequate, certain and permanent service, and that he be authorized to sell such of the ships of the United States as will meet these requirements to responsible individuals, firms or corporations willing to establish and maintain such lines upon such terms of payment and other conditions as he may deem just and necessary to secure and maintain the service desired under such restrictions as would insure equal and impartial treatment of all interests and all shippers. (This Sec. 6 of the Jones Bill S. 153, slightly modified). Third: We believe the President should be authorized to require special import and export rates to and from American and Foreign ports and the issuance of through Bills of Lading in both directions. Fourth: We believe fuel depots, both oil and coal, should be established upon the various trade routes, such depots to be owned or controlled by American interests. Fifth: We believe measurement for tonnage should be revised to correspond with the British practice in order to equalize charges based upon tonnage throughout the world. Sixth: We believe there should be established by the Government a system which would insure sufficient competent and efficient officers for the vessels who would be registered as a Naval Reserve and by which American boys could have an opportunity of being trained as Officers at the expense of the Government. In addition to the work of the Special Committee just outlined, a second committee has been appointed as a result of a meeting of Merchants and Shippers with John H. Rosseter, Director of Operations of the United States Shipping Board on Wednesday, July 23rd. This conference demonstrated the necessity for concrete information to submit to Rosseter and the Shipping Board as to the necessity for establishing new and additions to, already established routes on the Pacific. The allocation of ships and type and number of vessels required, as well as information as to prospective cargo both inward and outward which will be available in the event of sufficient service being provided, will be covered in the report of this second committee.

JAZZ HOLDS THE FIELD.

It was found at the annual new dance competition of the International Dance Teaching Society that there was nothing more popular than the Jazz. The experts were only called upon to judge between four new dances, all based on the waltz and fox trot, which might well have been mistaken for new Jazz steps. Major C. H. Taylor, president of the society, said that in his opinion the Jazz would not be superseded this year.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.
SWATOW & SINGAPORE ... Chishua ... 12th Sept. at 11 a.m.
SHANGHAI ... Suiyang ... 15th Sept. at d'lightSHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidstships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (two weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.
Hongkong Sept. 11, 1914.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tilmancock	Java	in port	13th Sept.	Java
Tilmancock	Java	in port	15th Sept.	Japan
Tilmancock	Java	in port	15th Sept.	Japan
Tilmancock	Japan	13th Sept.	15th Sept.	Java
Tilmancock	Japan	28th Sept.	30th Sept.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Quinnabaug	Medina	FRI. 12th Sept. at 1 p.m.
Hahong	J. W. Evans	TUES. 16th Sept. at 1 p.m.
Hailan	A. H. Stewart	FRI. 19th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
STRAITS & Calcutta	Namsang	Fri. 12th Sept. at 3 p.m.
MANILA	Ywensang	Fri. 12th Sept. at 3 p.m.
SHANGHAI via Ningpo	Kwongsang	Sun. 14th Sept. at d'light
SHANGHAI	Wosang	Tues. 16th Sept. at d'light
KOBE	Chaksang	Wed. 17th Sept. at 5 p.m.
SHANGHAI	Choyang	Thurs. 18th Sept. at d'light
STRAITS & Calcutta	Kwalsang	Fri. 19th Sept. at 3 p.m.
MANILA	Loongsang	Fri. 19th Sept. at 3 p.m.
SANDAKAN	Hinsang	Sat. 20th Sept. at noon

ALCUTTA LINE: This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

SHANGHAI LINE: Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation. Through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE: A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIIPHONG LINE: Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE: One sailing per month between Hongkong and Sandakan by a steamer, leaving Hongkong on 10th date and Sandakan on 10th date.

TIENSIN LINE: A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Obolon.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne, via Queenstown	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built especially for Tropical Voyages, and are complete with every modern convenience for Ocean Traveling.

A daily qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars Apply to:

GIBB, LIVINGSTON & CO.
AGENTS.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLUMBIA."

Hongkong to San Francisco.

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "ECUADOR" 8th October.

S.S. "COLUMBIA" 5th November.

S.S. "VENEZUELA"

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to:— Company's Office in

Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave

the Yeung Tai Hing Wharf (Connaught Road West) at 5 p.m.

on 9th inst. for Wuchow via West River Ports.

This vessel has excellent European accommodation for first

class passengers, and was built expressly for the West River

trade, being fitted with electric light and fans and is complete

with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow

passengers taking the round trip will be allowed to remain on

board the vessel without extra charge.

For freight and passage apply to

BANKER & CO.

1st Floor Hotel Mansions

Messrs. Thomas Cooks & Sons

Passenger Agents.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Monday, 15th Sept.
"ALASKA MARU" ... Friday, 26th Sept.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Saturday, 13th Sept.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SIAM MARU" ... Wednesday, 24th Sept.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Wednesday, 1st Oct.
SYDNEY & MELBOURNE—Monthly service calling at AUCTION, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

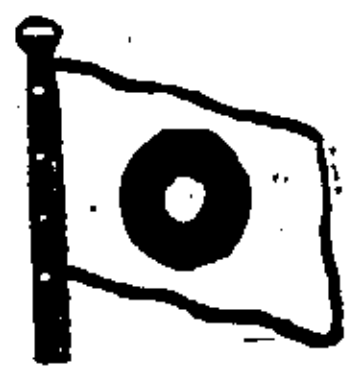
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 147 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

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OKIO, OSAKA, LONDON, NEW YORK, PARIS, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAPEI.

Taking Cargo on through Bills of Lading to Pacific Coasted Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CITY OF SPOKANE" ... About September 25th.

"OLEN" ... October 14th.

"ICONIUM" ... October 22nd.

"SEATTLE SPIRIT" ... October 25th.

"WHEATLAND" ... November 1st.

"ENDICOTT" ... November 30th.

"CREVECOEUR" ... December 20th.

For PORTLAND direct.

"COAXET" ... About October 6th.

"WAWALONA" ... October 31st.

"NISHMAHA" ... November 30th.

"MONTANUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

Telephone No. 2477 & 2478. 5th Floor, Hotel Mansions.

SHEPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER SAILING DATE

"BESSIE DOLLAR" ... about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 17th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Tonkai"

via Panama

20th Sept.

"Eurymedon"

via Panama

11th Oct.

"City of Newcastle"

via Suez

7th Novr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

York Buildings.

Telephone No. 1574.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At: A.B.O. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON TIDE	DEPTH	WATER OVER AND ABOVE TIDE	SIZE OF TON
KOWLOON				
No. 1 Dock, Kowloon	100'	12'	10'	1000
No. 2 Dock, Kowloon	100'	12'	10'	1000
No. 3 Dock, Kowloon	100'	12'	10'	1000
No. 4 Dock, Kowloon	100'	12'	10'	1000
No. 5 Dock, Kowloon	100'	12'	10'	1000
No. 6 Dock, Kowloon	100'	12'	10'	1000
No. 7 Dock, Kowloon	100'	12'	10'	1000
No. 8 Dock, Kowloon	100'	12'	10'	1000
No. 9 Dock, Kowloon	100'	12'	10'	1000
No. 10 Dock, Kowloon	100'	12'	10'	1000
No. 11 Dock, Kowloon	100'	12'	10'	1000
No. 12 Dock, Kowloon	100'	12'	10'	1000
No. 13 Dock, Kowloon	100'	12'	10'	1000
No. 14 Dock, Kowloon	100'	12'	10'	1000
No. 15 Dock, Kowloon	100'	12'	10'	1000
No. 16 Dock, Kowloon	100'	12'	10'	1000
No. 17 Dock, Kowloon	100'	12'	10'	1000
No. 18 Dock, Kowloon	100'	12'	10'	1000
No. 19 Dock, Kowloon	100'	12'	10'	1000
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No. 21 Dock, Kowloon	100'	12'	10'	1000
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No. 24 Dock, Kowloon	100'	12'	10'	1000
No. 25 Dock, Kowloon	100'	12'	10'	1000
No. 26 Dock, Kowloon	100'	12'	10'	1000
No. 27 Dock, Kowloon	100'	12'	10'	1000
No. 28 Dock, Kowloon	100'	12'	10'	1000
No. 29 Dock, Kowloon	100'	12'	10'	1000
No. 30 Dock, Kowloon	100'	12'	10'	1000
No. 31 Dock, Kowloon	100'	12'	10'	1000
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No. 33 Dock, Kowloon	100'	12'	10'	1000
No. 34 Dock, Kowloon	100'	12'	10'	1000
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No. 36 Dock, Kowloon	100'	12'	10'	1000
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No. 42 Dock, Kowloon	100'	12'	10'	1000
No. 43 Dock, Kowloon	100'	12'	10'	1000
No. 44 Dock, Kowloon	100'	12'	10'	1000
No. 45 Dock, Kowloon	100'	12'	10'	1000
No. 46 Dock, Kowloon	100'	12'	10'	1000
No. 47 Dock, Kowloon	100'	12'	10'	1000
No. 48 Dock, Kowloon	100'	12'	10'	1000
No. 49 Dock, Kowloon	100'	12'	10'	1000
No. 50 Dock, Kowloon	100'	12'	10'	1000
No. 51 Dock, Kowloon	100'	12'	10'	1000
No. 52 Dock, Kowloon	100'	12'	10'	1000
No. 53 Dock, Kowloon	100'	12'	10'	1000
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No. 55 Dock, Kowloon	100'	12'	10'	1000
No. 56 Dock, Kowloon	100'	12'	10'	1000
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No. 63 Dock, Kowloon	100'	12'	10'	1000
No. 64 Dock, Kowloon	100'	12'	10'	1000
No. 65 Dock, Kowloon	100'	12'	10'	1000
No. 66 Dock, Kowloon	100'	12'	10'	1000
No. 67 Dock, Kowloon	100'	12'	10'	1000
No. 68 Dock, Kowloon	100'	12'	10'	1000
No. 69 Dock, Kowloon	100'	12'	10'	1000
No. 70 Dock, Kowloon	100'	12'	10'	1000
No. 71 Dock, Kowloon	100'	12'	10'	1000
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No. 78 Dock, Kowloon	100'	12'	10'	1000
No. 79 Dock, Kowloon	100'	12'	10'	1000
No. 80 Dock, Kowloon	100'	12'	10'	1000
No. 81 Dock, Kowloon	100'	12'	10'	1000
No. 82 Dock, Kowloon	100'	12'	10'	1000
No. 83 Dock, Kowloon	100'	12'	10'	1000
No. 84 Dock, Kowloon	100'	12'	10'	1000
No. 85 Dock, Kowloon	100'	12'	10'	1000
No. 86 Dock, Kowloon	100'	12'	10'	1000
No. 87 Dock, Kowloon	100'	12'	10'	1000
No. 88 Dock, Kowloon	100'	12'	10'	1000
No. 89 Dock, Kowloon	100'	12'	10'	1000
No. 90 Dock, Kowloon	100'	12'	10'	1000
No. 91 Dock, Kowloon	100'	12'	10'	1000
No. 92 Dock, Kowloon	100'	12'	10'	1000
No. 93 Dock, Kowloon	100'	12'	10'	1000
No. 94 Dock, Kowloon	100'	12'	10'	1000
No. 95 Dock, Kowloon	100'	12'	10'	1000
No. 96 Dock, Kowloon	100'	12'	10'	1000
No. 97 Dock, Kowloon	100'	12'	10'	1000
No. 98 Dock, Kowloon	100'	12'	10'	1000
No. 99 Dock, Kowloon	100'	12'	10'	1000
No. 100 Dock, Kowloon	100'	12'	10'	1000

HEAL OFFICE: KOWLOON.

Telephone No. E. 55.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

NEW ADVERTISEMENTS.

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE. HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

WHEN CALLING. SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY, LIMITED.

G. R.

NOTICE.

On and after Monday Sept. 15th 1919 the Pass office and the office for the Registration of Persons under ordinance 6 of 1916 will be located at the Central Police Station and not at the Post Office Building.

E. D. C. WOLFE.
C. S. P.

Hongkong, 12th September, 1919.

CONSIGNEES.

STRUTHERS & DIXON (INC.)
FROM SEATTLE ETC.

THE American Steamship
"WEST HENSHAW"

having arrived, consignees of cargo are hereby notified that all the cargo will be landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

Goods not cleared by the 19th September, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 a.m. on Wednesday, the 17th inst., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within 10 days after the arrival of the steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by the undersigned.

GEO. GRIMBLE & CO.
Agents.

Hongkong, 12th September, 1919.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

From SAN FRANCISCO,
HONOLULU, JAPAN PORTS.
THE Steamship
"NIPPON MARU."

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer of the Company's Godown, where all cargo impeding immediate discharge will be landed at Consignees' risk. Storage will be assessed on cargo remaining undelivered after September, 17th.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, Sept. 19th, at 10 a.m.

No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. DAIGO,

Manager.
Hongkong, 12th September, 1919.

NOTICE.

Permission given by His Excellency the Officer Administering the Government under section 10 of the Travellers Restriction Ordinance 1915.

On and after the 8th day of September, 1919:—

(1) Persons who are in possession of such passports as are hereinafter mentioned and produce the same hereinafter mentioned are permitted by His Excellency the Officer Administering the Government to leave the Colony without a pass from the Captain Superintendent of Police.

(2) A British subject is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport which has been issued or renewed within the last two years and provided that he produces such passport, on demand, on board of and prior to the departure of the steamer by which he is leaving.

(3) A Subject of a Foreign Power is permitted to leave the Colony without a Police Pass, provided that he has in his possession a valid passport granted by or on behalf of the Government of the Country of which he is a subject, and provided that he produces such passport, on demand, on board of and prior to the departure of the steamer by which he is leaving.

2. A person arriving in and leaving the Colony by the same steamer, provided that he has such valid passport as aforesaid and provided that he produces such passport, on demand, on board of and prior to its departure from the Colony.

3. Members of ships' crews are permitted to sign on without obtaining a permit from the Captain Superintendent of Police.

Note:—1. All persons, who are either without a passport or without such a valid passport as above mentioned, must continue to comply with all the provisions of the Travellers Restriction Ordinance, 1915.

2. To prevent delay in sailings, Shipping Companies should satisfy themselves that intending passengers have the necessary passports aforesaid in their possession.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particular required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
C. S. P.

Hongkong, 5th September 1919.

NOTICE.

NATIONAL BONDS OF
THE 3rd, 4th and 5th years of
THE REPUBLIC OF CHINA.

NOTICE is hereby given that repayment of drawn bonds and payment of interest coupons will henceforth be made in Hongkong Notes, at current rates, for the equivalent of the face value of said bonds and coupons.

For the
BANK OF CHINA.

Tsuyee Pei
Manager.

NOTICE.

DOUGLAS STEAMSHIP CO.,
LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 27th inst. 1919.

The Transfer Books of the Company will be closed from the 19th to 27th inst. both days inclusive.

—DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 11th September, 1919.

NOTICE.

The Public is hereby notified that on and from Tuesday September 16th, several important alterations will be made in the Timetable.

Timetables will be available on Saturday, 13th inst., and may be had on application at all stations and at the Head Offices, Kowloon and Canton.

By Order,
ROBERT BAKER,
Manager.

Kowloon, 11th September, 1919.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

CHAMPIONSHIP.

Big Course—Fanning.
For players whose handicaps are 10 or under.

First round to be played by Saturday 5th October.
Entries close on Sunday 28th September on the list at any of the Club Houses or at the Hongkong Club.

18 HOLE COMPETITION
AGAINST BOGEY.

For a silver cup presented by a "Grateful Temporary Member."
Big Course—Fanning.
Under Handicap.

To be played on Sunday 28th September 1919. Post entries at Fanning.

C. L. SANDES,
Hon. Secretary.

Hongkong, 11th September 1919.

NOTICE.

MUSIC LESSONS.

Professor Danenburg will resume his Piano lessons this month at No. 1, Albany Road, Hongkong, 6th September, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 13th Sept. 1919.

commencing at 11 a.m.

at his Sales Rooms, Duddell Street

(For account of the concerned)

3 Cases Iron Bedsteads
14 Cases Florentine Glass

(More or less damaged by sea water)

Also

5 cases Star Chocolate
8 cases Assorted Chocolate
10 cases Dried Figs
3 cases Cambells Soup
3 cases Lime Juice
3 cases Lemon Squash
3 cases Salad Oil
106 tins Groats

Terms: Cash on delivery
Geo. P. LAMMERT
Auctioneer.

PUBLIC AUCTION

of

A Valuable Collection of Antique China & Curios

THE Undersigned has received instructions from Mr. Lah Ven Kee to sell by Public Auction on

WEDNESDAY & THURSDAY, the 17th & 18th September 1919

commencing each day at 2.30 p.m.

at his Sales Rooms, Duddell Street.

A Valuable Collection of Antique China & Curios

from the Sung to Towkwong Dynasties.

comprising:—

5-coloured, 3-coloured, blue & white vases, plates, bowls, flower pots, incense burners, figures, porcelain plaques, red lacquer vases, famille rose screens, very fine crystal vase & agate ornaments, snuff bottles, jade ornaments, old bronzes etc. etc. etc.

also

A Few Pieces of Soochow Redwood Ware

N. B. The Undersigned will give one week guarantee as to the genuineness of the articles offered.

On view from Tuesday, the 16th inst.

Catalogue will be issued.

Terms: Cash on delivery.

Geo. P. LAMMERT,
Auctioneer.

WISEMAN LIMITED.

Fresh Arrivals

MACKINTOSH'S.

TOFFEE DE
LUXE

50 cents per tin

Oranges
and

Grape Fruit.

WISEMAN LTD.

Tel. 467.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Voeux Road, Cal.
Hankow Branch: Panoff Building.

FOR THE YEAR TO COME
Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by
OPENING A SAVINGS ACCOUNT
WITH US
\$1 to start.
In a few years it may become thousands.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

AT RDAY, the 13th Sept. 1919.

commencing at 11 a.m.

at his Sales Rooms, Duddell Street

34 Kegs Wire Nails 14" B.W.G. 18

Terms: Cash on delivery.

Geo. P. LAMMERT,
Auctioneer.

THE GOVERNMENT AND EMPTY HOUSES.

The Ministry of Health recently completed a survey of all the empty houses in London. It is understood that Dr. Addis will announce that the Government have prepared plans for the conversion of these houses into flats as a partial remedy for the present scarcity of accommodation. It is estimated that in this way emergency housing can be provided for 1,000,000 persons at moderate rents during the winter. The Government are also taking over the various hostels attached to munition works for the accommodation of another 5,000 persons.

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE

TELEPHONE 977.

KOWLOON NOTES.

(Continued from Page 5.)

There has been considerable comment amongst Kowloonites in connection with the question as to what right Mr. Frost, and others have, publicly to express the opinion that there should be direct representation for Kowloon on the Legislative Council. The majority are agreed that any person who pays taxes has a perfect right to give vent to his opinions through the medium of the Press or otherwise. When it comes to a point that such opinion is backed up by more than two-thirds of the ratepayers in Kowloon, we are not sure that it does not become the duty of some public-spirited man to air those opinions. We put the question the other way—Who are these critics that they should question Mr. Frost's action? Anyhow, somebody has to start the ball rolling. Somebody had to start the C.R.A. Somebody had to start the war.

The Editor of the *Daily Press* jumped like a cat on hot bricks when he learned of the suggestion to agitate for a direct representative for Kowloon, because he feared damage might be done to the cause of the C.R.A. If he really thinks that, he cannot have much faith in the ultimate success of the Association's aspirations.

If any person living on the Hongkong side is really desirous of knowing why Kowloon is agitating for a representative on the Council, let him go and live in Kowloon for a month or two. When he gets taken ill, one morning, at about 2 a.m., and finds there is no hospital to go to and must take the chance of "pegging out" before he can get to the G.C.H. next morning, perhaps he will understand. When he can't get a bath in the morning and when he can't get a—oh, well, what's the use? Kowloonites know the reason, and that is sufficient.

Here is an instance of how things get twisted in Kowloon, particularly in such cases as when Mr. Smith-Brown is seen going into the Kowloon Station refreshment room in the morning, before catching the ferry, to get a small glass of sherbet and water. Before the poor thirsty wretch has had time to swallow his innocuous drink, according to some gossip, he is in the G.C.H. with D.Ts. However, to get to our example, which we ourselves overheard. Two good Kowloonites were discussing the disaster on the Melville Dollar. Said one "What a pity it was that the Observatory did not give the Melville Dollar earlier warning of the typhoon." This is the first time we have heard of a typhoon bursting a steam pipe. It is usually the whole caboodle that bursts, boilers and all.

So let the good work go on.

A Kowloon resident informs us that the water supply is greatly improving. He writes:—"It only took me three-quarters of an hour to half fill my bath this morning, instead of the usual hour-and-three-quarters." What with promises of dealing with the question of a town band, new timings for railway services and the above mentioned improvement, we are getting things done.

A new time-table has now been issued by the Kowloon-Canton

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

White, Kitano Maru, from Yokohama.
Yunsang, Queen's Road Central, from Shanghai.
Yunwaichong, Queen's Road Central, or (Zungwoo 233 Queen's Road), from Shanghai.
Kaohongyoun, from Shanghai.
Yingchee, from Amoy.
Keinteng Yingfooliong, from Shanghai.
Futeally, Hongkong Hotel, from Kobe.
Mr. Yuengen, 4th Floor 39, Midway of Canoi Road, from Shanghai.
Hangingli, King Edward Hotel, from Peking.
Kwokchiu, 35 Battery Street, Yauwatti, from Amoy.
Liesheng Pharmacy, from Shanghai.
Hongwoosing, from Amoy.
Teenchoudong Neehongdong, Vanyee Street, from Shanghai.
Kwongshingcheong, from Takow.
Kwongwoosing East Des Voeux, from Amoy.
Tongkackhing, from Kobe.
Kienfung Co., Vanyee Street, from Shanghai.
Chuzaing, Woosung, West Street, from Shanghai.
Wadato, from Tokio.
Maanyuewing, from Amoy.
Ibarahyakusuke, Care Japanese Consulate, from Osaka.

T. KRING,
Superintendent,
Hongkong, Sept. 12, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—
Capt. Kimura Sadajibo, Steamer Banye Maru, from Alexandria.
Fullerton c/o American Consul, from New York.
Guest, Hongkong Hotel, from Singapore.
McKinley, Hongkong Hotel, from London.
Nanyang, from Bale.
Nathmerile, from Manchester.
Wallis, Hongkong Hotel, from London.

D. de H. FARRANT,
Superintendent,
Hongkong, Sept. 11, 1919.

MR. CARNEGIE'S WILL.
New York, Aug. 23.—The late Mr. Andrew Carnegie's whose estate is estimated at thirty millions, leaves many charitable bequests, including annuities of \$10,000 for Mr. Lloyd George and \$5,000 for the widow of President Roosevelt.

Railway showing the revised services between Kowloon and Shumchun, which will no doubt be published in detail shortly. We give below the new times of departures and arrivals of trains which affect Europeans living at Tai Po and Fanning.

UP TRAINS.
Leave Kowloon.—6.46, 8.10, 9.20, 10.33 (A.M.) 1.18, 3.00, 4.52, 6.25, 7.38 (p.m.)

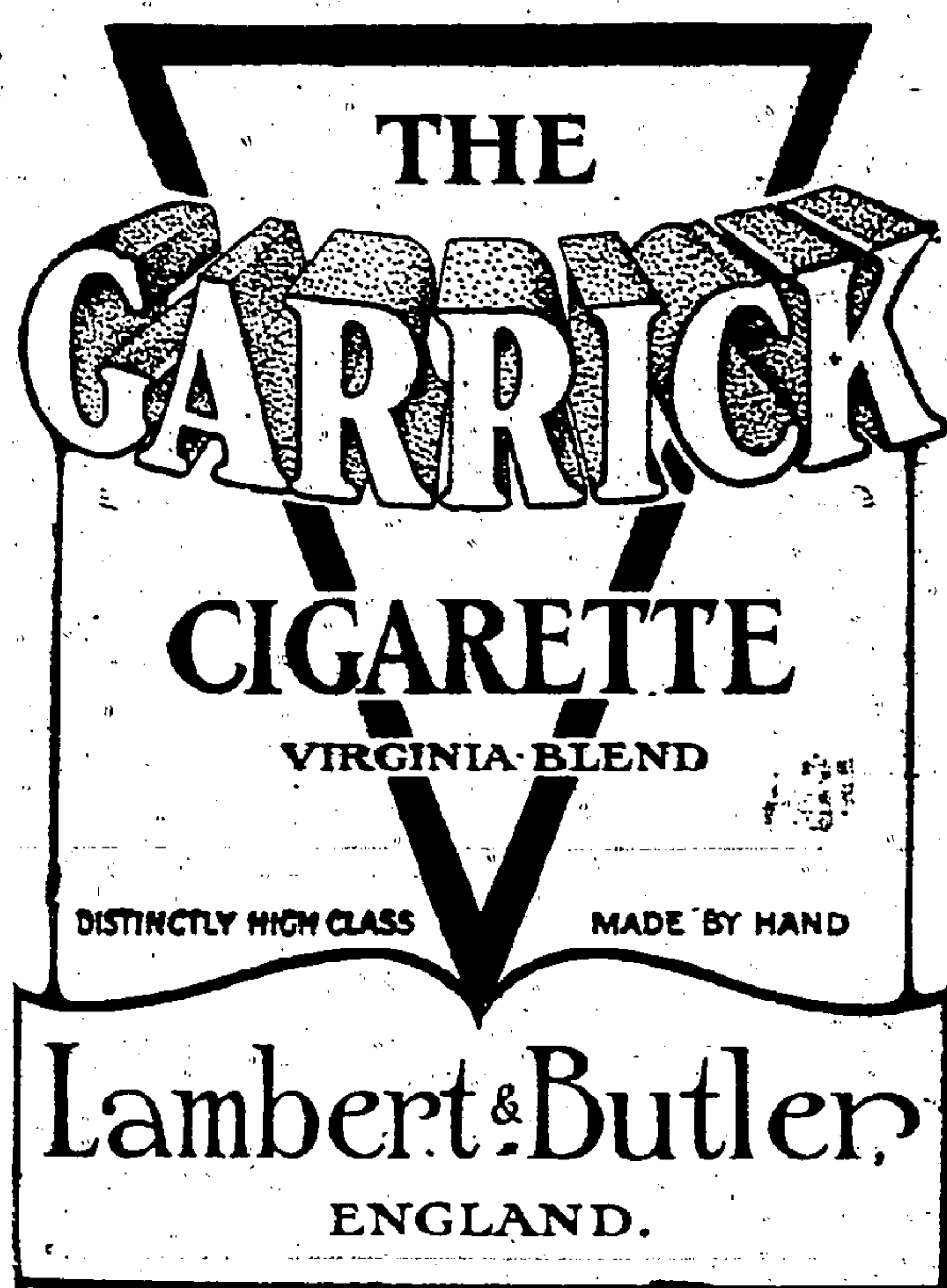
DOWN TRAINS.
Arrive Kowloon.—8.26, 9.13, 11.10, (A.M.) 12.44, 4.02, 5.39, 7.09, 7.25, 9.55 (P.M.)

The 8.10 a.m. and the 3.00 p.m. "Up Train" which is an express will stop at Tai Po and Shung Shui for first class passengers on notice being given to the Guard before leaving Kowloon.

The 7.38 p.m. "Up Train" will leave on Wednesdays only, to the end of September. Likewise the 9.55 p.m. down train.

Tel. No. 1186

NOTICES.

A HIGH GRADE
VIRGINIA:—

SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co., (China) Ltd.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.	
Banks.	
H.K. & S. Banks. a.	\$672 1/4
Marine Insurances.	
Cantons. b.	440
North Chinas. b.	\$200
Unions. b.	213 1/4
Yangtsze. n.	280
Far Eastern. b.	23
Fire Insurances.	
China Fires. n.	138
H. K. Fires. b.	345
Shipping.	
Douglases. n.	95
Steamboats. b.	24
Indos (Prof.) n.	32
Indos (Def.) b.	185
Shells. n.	175 1/2
Ferries. b.	34 1/4
Refineries.	
Sugars. b. 178 sa.	177 1/4
Malabons. n.	48
Mining.	
Kailans. n.	60 1/2
Langkats. n.	19 1/4
Shanghai Loans. b.	19 1/4
Shai Exploitation. b.	2 10
Rauhe. b.	44 1/2
Tromohs. n.	47 1/2
Ural Caspians. n.	107
Docks, Wharves, Godowns, &c.	
H.K. Wharves. n.	182
K. Docks. b.	117
Shai Docks. sa.	\$25 3/4
N. Engineerings.	
Lands, Hotels & Buildings.	
Centrals. n.	109 1/4
H.K. Hotels. n.	120
L. Invest. n.	121
H. Property Est. b.	3 1/4
K. Lands. n.	45
L. Reclamations. n.	175
West Points. n.	94
Cotton Mills.	
Ewos. sa.	\$325
Kung Yiks. b.	\$27
Lau Kung Mows. n.	\$207 1/4
Oriental. n.	\$112
Shai Cottons. sa.	\$200
Yangtszepoo. sa.	\$15 1/4
Miscellaneous.	
Cements. sa.	8.20/8 1/4
China Borneos. b.	12 1/4
Do. Light. b. old 7 1/4 new 3 1/4	
China Providents. b.	8 1/4
Dairy Farms. s.	29 1/2
Electric H. K. n.	86 1/2
Electric Macao. n.	34
Hongkong Ropes. n.	31
Hk. Tramways. n.	8.35
Peak Trams, old. b.	7 1/4
Do. new. b.	80 cts.
Steam Laundries. b.	3 1/4
Steel Foundries. b.	10
Water-boats. s.	16
Watsons. b.	5 1/4
Wm. Powell. b.	12
Wisemans. b.	29

Hongkong, Sept. 12, 1919.

NOTICE.

MITSUBISHI SHOEI KAISHA, LTD.

MITSUBISHI TRADING CO.
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF:
YAKASHIMA, OCHI, MUTABE, KISHIMOTO,
YOSHIMOTO, HIO, KAMAZU, SATO,
KAWADA, SHINKEI, KAMITADA, SUGA,
AND OYUBARI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

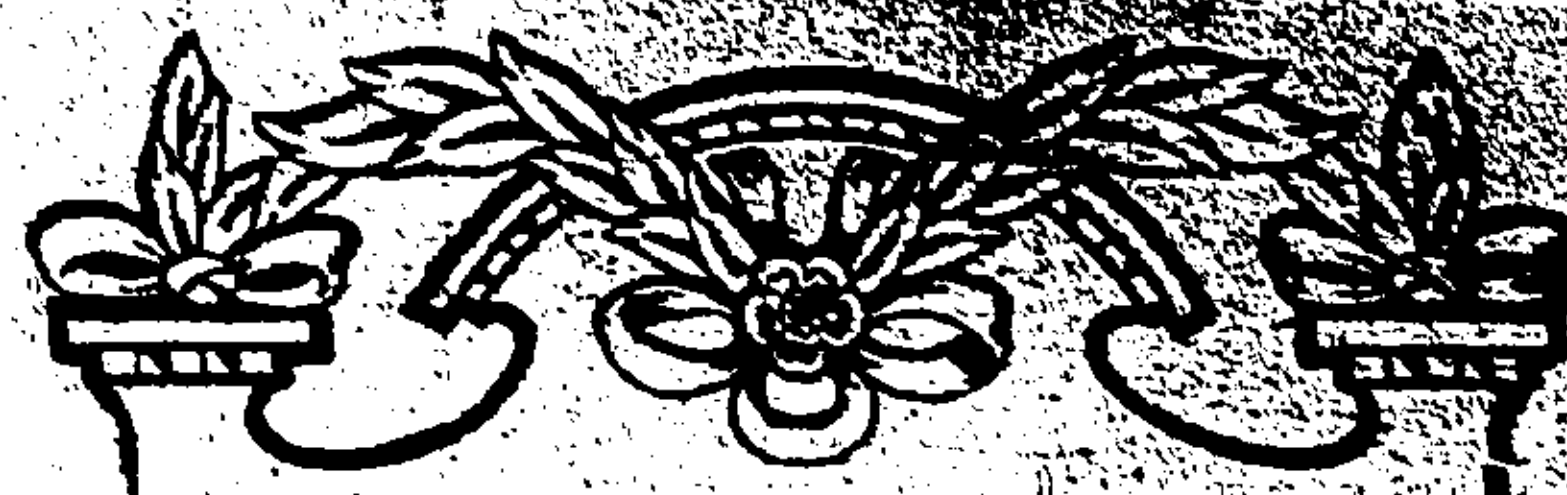
BRANCHES AND REPRESENTATIVES:—NAGASAKI, KATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARI, VLADIVOSTOK, PEKING, TIENTSIN, DAIRIN, TAIYANFU, HANKOW, SHANGHAI, TAIPEH, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—
Hongkong: "IWASAKI"
Canton, Haiphong: "IWASAKISAI."

Codes:—A.I.A.C. 5TH ED.
Western Union and Bentley's.
AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager.
No. 11, Pender Street, Hongkong.

ENTERTAINMENT.

THE
VICTORIA THEATRE.TO-NIGHT'S PROGRAMME
FIFTH & SIXTH EPISODES
OF

"THE LIGHTNING RAIDER"

These Episodes will whet your Appetite.
A FINE HAROLD LLOYD COMEDY.
"HEAR 'EM RAVE."

Booking at ANDERSON'S.

TEL. No. 1743. **CORONET** TEL. No. 1743.

To-night 8.15 & 9.15 P.M. To-night

METRO

PRESENTS

HAROLD LOCKWOOD

IN

"THE MASKED RIDER"

HAROLD LLOYD COMEDY,
etc.

Booking at ROBINSON'S.

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating:—
THE HONGKONG HOTEL The leading Hotel in the Far East
THE REPULSE BAY HOTEL The evening seaside resort of South China
(opening in the Summer of 1919)
THE HOTEL MANSIONS (The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.)
(Office premises)
The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with
Telephone No. 423, Catering Department.
Telephone No. 1673, Manager.
J. H. TAGGART, Manager.

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
Are resident Managers.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine. Surprisingly Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor.

Telephone 812. MRS F. E. CAMERON.

Printed and Published for the Proprietor, by Charles Wilson, at 11, The House Street in the City of Victoria, B. Hongkong.

SHIPPING.

VESSELS ARRIVED.

Cheisan, 1338, Br. Capt. Davis.
Chin Wan Tao, B. & S.—
Mooring—C 35.
Nam Wan, 270, Port. Capt. Costa.
K. C. Wan, Wang Hing—
Mooring—C 38.
Produce, 745, Nor. Capt. Winsins.
Sourabaya, Karaken Lassins.
Laisema, 401, Ch. Capt. Lemos.
Fakhoi, Yan On—Mooring—
C 33.
Yuet Shang, 394, Ch. Capt. Ross.
Swatow, Po On—Mooring—
Wharf.
Shun Shing, 207, Ch. Capt. Place.
K. C. Wan, Po On—Mooring—
Wharf.
Daitoku Maru, 692, Jap. Capt.
Hirano, Keelung. O. S. K.—
Mooring—C 44.
Toyo Maru, 536, Jap. Capt.
Menami, Keelung. M. B. K.—
Mooring—C 45.
Nippon Maru, 2956, Jap. Capt.
Ozaki, San Francisco—
T. K. K.
Kosoku Maru, 2004, Jap. Capt.
Nagahira, Kobe. N. Y. K.—
Mooring—Wharf.

VESSELS CLEARED.

Daitoku Maru for Keelung
Chinhu for Singapore via Swatow
Quinnabang for Foochow
Yuenang for Manila
Hui Hoi for Mow Lo Chou
Namsang for Calcutta
Taizema for Pakhoi
Kosoku Maru for Bombay
Nissin Maru for Keelung
Volute for Tarakan

METEOROLOGICAL.

Previous.
Day On date On date
at 4 p.m. at 4 p.m. at 4 p.m.
Barometer 29.77 29.77 29.76
Temperature 84 87 81
Humidity 85 87 74
Wind Direction S.P. E. S.E.
Force 3 3 3
Rain 0.05 0.70 0.60
Wet-bulb Temperature at 4 p.m. 77 79 79
W. S. Observations, Sept. 12, 1919.
2.7. 0.4. 2.0. 0.0. 0.0.

POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per SUIYANG, 12th Sept.
Manila—Per WEST VACA, 13th Sept.
Europe via Suez—Per CHAKSANG, 13th Sept.
Japan—Per YETOROFU, 15th Sept.
U.S.A. & Japan—Per FUSHIMI MARU, 15th Sept.
Straits—Per KAGA MARU, 17th Sept.
Japan—Per IYO MARU, 18th Sept.

OUTWARD MAILS.

TO-MORROW.
Macao—Per CHUNCHOW, 13th Sept., 7.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi.—Per TACOMA M., 13th Sept., 9 a.m.
Fort Bayard—Per SHUNSHING, 13th Sept., 1 p.m.
Macao—Per SUI TAI, 13th Sept., 1.30 p.m.
Macao—Per CHUNCHOW, 13th Sept., 5 p.m.
SUNDAY, 14TH SEPTEMBER.
Macao—Per SUI AN, 14th Sept., 8.30 a.m.
Straits & Bangkok—Per LINDSAY MOLLER, 14th Sept., 9 a.m.
Shanghai and North China—Per SUIYANG, 14th Sept., 9 a.m.

MONDAY, 15TH SEPTEMBER.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per ANTILOCHUS, 15th Sept., 5 p.m.
The Parcel Mail will be closed on Monday, 15th Sept., at 3 p.m.

TUESDAY, 16TH SEPTEMBER.

Swatow and Bangkok—Per CHUSAN, 16th Sept., 10 a.m.
Swatow, Amoy and Foochow—Per HAIHONG, 16th Sept., 1 p.m.

WEDNESDAY, 17TH SEPTEMBER.

Haiphong—Per TIIPANAS, 17th Sept., 11 a.m.
Shanghai and North China—Per SINKIANG, 17th Sept., 5 p.m.

THURSDAY, 18TH SEPTEMBER.

Shanghai, N.C. and Japan via Kobe—Per KAGA MARU, 18th Sept., 10 a.m.

FRIDAY, 19TH SEPTEMBER.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA MARSILLIES—Per IYO MARU, 19th Sept., Registration 9.45 a.m. Letters 10.30 a.m.
Swatow, Amoy & Foochow—Per HAITAN, 19th Sept., 1 p.m.
Weihsaiwei, Chefoo & Tientsin—Per HUICHOW, 19th Sept., 2 p.m.

SUNDAY, 21ST SEPTEMBER.

Japan via Nagasaki—Per NIKKO MARU, 21st Sept., 9 a.m.

MONDAY, 22ND SEPTEMBER.

Japan via Nagasaki, Canada, U.S., Central & South America and EUROPE VIA VICTORIA B.C.—Per FUSHIMI M., 22nd Sept., Reg. 8.45 a.m. Letters 9.30 a.m.
WEDNESDAY, 24TH SEPTEMBER.
Philippine Islands, Australia & New Zealand via Thursday—Per TANGO MARU, 24th Sept., Reg. 8.45 a.m. Letters 10.30 a.m.

THURSDAY, 2ND OCTOBER.

Shanghai, N.C. and Japan via Kobe—Per YOKOHAMA MARU, 2nd October, 10 a.m.

WEATHER REPORT.

Sept. 12, 1919. 11h 45m.—Warning to Hongkong, Phulien, Coast Ports, etc. "Typhoon in Lat 15° N Long 118° E. direction W.N.W. velocity 8 to 12 m.p.h. September 12, 11h. 35m.—No returns from Vladivostok, Japan and Formosa. Pressure has decreased slightly over Indo-China and the Philippines. It has increased slightly over N.E. China where an anticyclone is now central.

The depression to the east of the Philippines appears to be moving W. or W.N.W. At 6 a.m. this morning it was in about latitude 15° N. and longitude 128° E.

Fresh monsoon will continue along the east coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inch. Total since January 1st, 67.61 inches against an average of 69.91 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast
1 Hongkong to Cap Boek.	Strong E. winds, m'd, clearing later.
2 Formosa Channel.	Strong E. winds, m'd, clearing later.
3 South coast of China.	The same as above.
4 North coast of China.	The same as above.
5 Japan.	The same as above.
6 Korea.	The same as above.
7 Manchuria.	The same as above.
8 Siberia.	The same as above.
9 Alaska.	The same as above.
10 North America.	The same as above.
11 South America.	The same as above.
12 Africa.	The same as above.
13 Europe.	The same as above.
14 Asia.	The same as above.
15 Australia.	The same as above.
16 New Zealand.	The same as above.
17 South Africa.	The same as above.
18 India.	The same as above.
19 Ceylon.	The same as above.
20 Straits.	The same as above.
21 Singapore.	The same as above.
22 Malaya.	The same as above.
23 Sumatra.	The same as above.
24 Java.	The same as above.
25 Philippines.	The same as above.
26 Iloilo.	The same as above.
27 Cebu.	The same as above.
28 Manila.	The same as above.
29 Batavia.	The same as above.
30 Surabaya.	The same as above.
31 Semarang.	The same as above.
32 Yogyakarta.	The same as above.
33 Palembang.	The same as above.
34 Medan.	The same as above.
35 Padang.	The same as above.
36 Bengkulu.	The same as above.
37 Lampung.	The same as above.
38 Palembang.	The same as above.
39 Palembang.	The same as above.
40 Palembang.	The same as above.



Mitsui Bussan Kaisha.

HOTELS.

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